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[a1472]

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[a215] THE MANAGER

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2

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## The Daily Press

HONGKONG, SEPTEMBER 19TH, 1910.

ALTHOUGH the course of the diplomatic negotiations between Japan and foreign Powers with regard to the annexation of Korea still remains obscure, the official announcements issued by the Japanese Government indicate pretty clearly what concessions have been made on each side. The so-called abrogation of the Treaties between Korea and the foreign Powers has naturally attracted most attention, and some surprise has been expressed that the Powers interested should have consented to this course being taken. In the official announcements issued by Japan the view is taken that the Treaties concluded by Korea with the foreign Powers ceased to be binding immediately the annexation was accomplished. This, however, is probably merely a statement made to save the face of the Japanese Government, since it is difficult to reconcile it with the retention of the Conventional Tariffs attached to those Treaties. Already some of the Japanese newspapers have begun to smell a rat, and to ask pertinent questions. If the Korean Treaties cease to be binding, it is asked, why should the Conventional Tariffs attached thereto be binding? This awkward question the authorities have presumably anticipated, for in all official statements great stress is laid on the voluntary acceptance by the Japanese Government of these Conventional Tariffs. This acceptance, it is claimed, is independent of any conventional engagements

formerly existing, and is undertaken by the Japanese Government entirely of its own accord. So far so good, but this does not explain why the Customs Tariff hitherto in force is to be maintained for a period of ten years. The Japanese Press is puzzled to account for this term of ten years. "It may have been wise to keep the present Customs Tariff for a time," it says, "but why bind ourselves to ten years? If Japan's fiscal policy is to encourage home industries by placing a high duty on foreign goods, why should not this policy be applied to Korea, which has now become a part of the Japanese Empire? Surely Korea's industries require as much encouragement as those of Japan. Under the present arrangement Japan will derive no benefit from the annexation, since all the world will compete with her there on exactly equal terms—even in the coasting trade." These criticisms the Japanese Government may find it difficult to answer. Still more difficult to explain is the inconsistency displayed by the Government in the matter of the Korean Tariffs and the Japanese Tariff. In its official announcement the Government states it is anxious to avert, as far as possible, prejudicial effects upon the economic interests of foreigners in Korea. This is an avowal that the application of the Japanese Statutory Tariff to Korea would be prejudicial to foreign interests, yet the Japanese Government has all along declared that the new Statutory Tariff of Japan will not effect the trade between Japan and foreign countries, that is, will not have a prejudicial effect upon the foreign interests of foreigners in Japan. The fact seems to be that the Japanese Government is not quite honest in its declarations. It has been endeavouring to show that its arrangements in regard to the annexation of Korea were quite independent of any negotiation on the matter with the Treaty Powers, with the result that it has involved itself in a mass of contradictions. It is inevitable that a shrewd suspicion should be felt that the Powers concerned have only consented to the annexation of Korea and the abrogation of the Treaties on the condition that the Conventional Tariffs were maintained for a fixed period of ten years. On no other ground can the selection of ten years as the period for the Customs Tariff to remain in force be explained. Even if it be denied that one country, in annexing another country, must of necessity take over all the obligations of that country, there are special reasons why such an argument should not apply in the case of Japan. On two documents Japan has bound herself to uphold and carry out the provisions of the Treaties formed between Korea and the foreign Powers. The occasion was when Japan assumed entire control of the foreign affairs of Korea, when not only in the Agreement with Korea herself, but also in the Note addressed to the Powers, Japan explicitly stated that she took upon herself to see that those Treaties were maintained and respected. Thus Japan was pledged to uphold the Treaties under all circumstances, and the conclusion is inevitable that their abrogation now is only with the consent of the Treaty Powers and in return for a substantial *quid pro quo*—that is, the maintenance of the Conventional Tariffs for a period of ten years. Whether the foreign Powers have acted wisely in consenting to the abolition of extra-territoriality remains to be seen. No doubt, the placing of foreigners under Japanese jurisdiction has in Japan itself not resulted in any gross misdirection of justice, but the uncertainty of the nature of the government to be established in Korea makes it impossible to say whether equal success will be achieved in that country. It now appears that the Japanese codes are not to apply to Korea automatically, but the Japanese and Korean laws and regulations already in force are to be made valid as orders of the Governor-General. It would thus seem that a form of Crown Government is to be established, with separate laws and Ordinances, so that the position of foreigners in Korea may differ greatly from their position in Japan. The absence of any notification as to the abolition of extra-territoriality may thus be considered to some extent a hardship to the foreigners resident in Korea, although in view of the favourable treatment accorded foreign residents in the past there seems no reason for apprehension.

Yesterday the services at the Cathedral took the form of a harvest festival.

At the Magistracy on Saturday a Chinese was sentenced to three months' imprisonment for impersonating a constable.

Mr. B. C. Gould, a Penang solicitor, has been suspended for three months for unprofessional conduct in connection with the retention of money belonging to a client.

The Cricket Club concert, postponed from Saturday night on account of the rain, will be given on Thursday night.

Dr. Forsyth has been appointed Assistant Health Officer of the Port during the absence on leave of Dr. Grove.

The Hongkong and Whampoa Dock Company has secured the contract for repairing the steamer *Kumchun*, extensively damaged by fire last week.

Yesterday was the Chinese Mid-Autumn Festival. The Chinese and British flags were displayed from several houses in the principal streets of the Colony.

Mr. Tadaichi Arima, who has been manager of the Hongkong office of the Osaka Shosen Kaisha for the past few years, left on Saturday for Kobe to take up his new appointment.

Mr. A. A. H. Milroy and Mr. Robert Unsworth have been appointed members of the Hongkong Pilotage Board, vice Mr. F. A. Brown, resigned, and during the absence on leave of Mr. Henry Neave, respectively.

An advertisement on page 4 announces that the Government of British North Borneo will shortly issue a Proclamation prohibiting the circulation of Hongkong and Chinese copper coin in the State.

The foreign firms and residents in Yokohama have subscribed \$11,305 and foreigners in Tokyo \$11,335.66—a grand total of ¥ 22,640.66, for the relief of distress caused by the recent floods.

Amongst the competitors who are taking part in the tournament for the British Chess Championship at Oxford is Mr. E. E. Colman, of the Straits Settlements, a strong player now on a visit to England.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. C. H. Ross to be Captain in the Volunteer Scouts Company and Mr. M. W. Slade and Mr. J. Johnstone as Lieutenants in the same Company.

An action brought by Messrs. Osborne & Chappel, the well-known mining experts, of Ipoh, F.M.S., against Mr. William Sim, General Manager of a Shanghai group of estates, and Mr. Samuel Palk, a late assistant of the firm, for damages, has been settled. The defendants pay 1,000 dollars, the full damages claimed. The action arose owing to Mr. Palk leaving without notice and Mr. Sim employing him while under covenant with Osborne & Chappel.

The Colonial Treasurer's financial statement for the month of July, 1910, places the balance of assets and liabilities on June 30th at \$70,791.76, and this amount plus \$590,987.23, revenue for July, gives a total of \$661,779.05. Deducting the expenditure for the same month, which amounts to \$505,542.16, there is a credit balance of \$156,236.89. This, added to the reimbursement due by railway construction account in June, and the debit balance on account of July, which totals \$1,176,972.93, leaves the balance of assets (general account) standing at \$1,333,209.82.

His Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 25 of 1910—"An Ordinance to provide for the formation of a Volunteer Reserve"; Ordinance No. 26 of 1910—"An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910"; Ordinance No. 27 of 1910—"An Ordinance to further amend the Law relating to Dangerous Goods"; and Ordinance No. 28 of 1910—"An Ordinance to amend the Magistrate's Amendment Ordinance, 1903."

Mr. J. Arnold, acting secretary of the Hongkong, Canton and Macao Steamboat Company, had a somewhat exciting experience at his residence No. 4, The Albany. He had returned from the Theatre and had retired to his room, when he heard a noise. On looking over the verandah he saw a native climbing up the water spout. He called out to him, but the native continuing to climb, Mr. Arnold fired a shot from his revolver in the air. Then he went downstairs and was surprised to find another man in the garden. Mr. Arnold fired again to scare the intruder, and both men ran off into the Botanical Gardens. Two soldiers, who were passing, came to Mr. Arnold's assistance, and a search resulted in a native being found in Albany Road standing under a tree with a jacket over his head. He was handed over to the police, but when brought before the Magistrate he was discharged, there being insufficient evidence against him.

Messrs. Ellis & Ellis, of Hongkong, in their Weekly Rubber Share Circular state:—The Rubber Share Market has been again extremely dull and values—both for sterling and Singapore stocks—suffered a further marking down all round. This was especially the case during the week in the section comprised by Singapore dollar stocks. Another call is being made on the depleted finances of our Southern friends by a recent flotation with an invitation to subscription amounting to \$1,200,000 (Straits). The plantations are in Indragiri, Sumatra. The appearance of the local market can be summed up in the single phrase, "a sorry one," which is further depressed by the continued drop in the price for the raw article. The long-looked-for damper for rubber by manufacturers from across the herring pond has not yet materialized and the uncertainty as to the American position has led to the called London report that "the future of the market is most difficult to forecast." The price of fine Hard Para dropped from 7s. 10d. per lb. on the opening day of the week to 7s. 2d., which is the closing quotation to-day.

## ANOTHER DISASTROUS BUILDING COLLAPSE.

NUMEROUS CASUALTIES.

SOME REMARKABLE ESCAPES.

For the third time this month we have to report the collapse of a building in Hongkong. This latest collapse occurred in Morrison Street, near its junction with Jervois Street, and just a block westward from the collapse recorded a few weeks ago in which there were a number of fatalities. On Saturday night, shortly after nine o'clock, the party wall between Nos. 13 and 15 collapsed. The result of this was to throw the facade of the building into the street, and just a block westward from the collapse recorded a few weeks ago in which there were a number of fatalities. On Saturday night, shortly after nine o'clock, the party wall between Nos. 13 and 15 collapsed. The result of this was to throw the facade of the building into the street, and just a block westward from the collapse recorded a few weeks ago in which there were a number of fatalities. On Saturday night, shortly after nine o'clock, the party wall between Nos. 13 and 15 collapsed. 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## RANDOM REFLECTIONS.

Our old friend Jupiter Pluvius seems to take a particular delight in being generous at awkward moments. He has spoiled quite a number of week-ends of late, but he was extremely unkind on Saturday to the promoters of the Cricket Club concert. Just at the time of starting he sent down a fierce deluge which made an open-air entertainment impossible and sent thinly attired ladies and gentlemen scurrying for shelter. Sunday found him in the same mood, much to the disgust of those who do not patronise church.

Though September has proved fairly cool, there seems to be little slackening off in the number of bathing parties, and Blake and Statius Piers seem as busy and animated at five o'clock as in the height of summer.

Reference to bathing reminds me of the whisper which came my direction the other day. It related to two enthusiastic golfers who were seen doing the course at Deep Water Bay on the morning of a recent hot day in bathing costumes. I have heard of a drink between holes, but a swim between them is a departure from orthodox golf.

As an ordinary member of the public—one of the community to whom Sir Henry May wishes to make things clear—I feel impelled to offer my tribute of praise for the clear, concise budget statement which the O.A.G. made to the Legislative Council on Thursday. Of course he had no great problems to solve; he had not, like Chancellor Lloyd George, to look round for new roosts to rob, but he had a plain unvarnished tale to tell, and he told it in very few words, a fact which must be appreciated by those who do not feel inclined to digest long speeches. The budget speech was a marvel of brevity.

An amusing question, which remained unanswered, was asked at the meeting of the Finance Committee of the Legislative Council on Thursday. A vote for the repair of damage done to government property by the last typhoon was before the meeting when the Hon. Mr. Osborne asked—"Is the Clock Tower damaged?" This was too much for the grave Commissioners, who smiled broadly as they thought of the historic timepiece with the hole in one dial and its weak effort to point the time when darkness falls.

We all hope the new Volunteer Reserve will be the success that its promoters anticipate, but why should membership be limited to Englishmen? Why are Scotsmen, Irishmen, Welshmen and Australians not eligible? His Excellency's appeal was addressed to Englishmen. Had it gone forth to Britons there might be a greater response than is forthcoming at present.

A little Hongkong boy on receiving a letter from his father recently remarked, "Why does Father sign himself 'your affectionate Father'? I wish he wouldn't; it sounds so business-like." I know now where that little boy obtained the notion. A contemporary publishes a letter from an Indian butcher to a customer, which concludes, "I have the honour to remain, madam, your affectionate butcher, Mahomed Cajalme."

An incident occurred near the Queen's Statue on Friday which it would be difficult to believe were it not vouched for by credible witnesses. A Sanitary Department water cart, drawn by ten coolies, had started from Statue Pier in the direction of the statue. They had barely time to get the cart in motion when they all apparently went to sleep. At least that is the only explanation for what happened. The cart was brought to a standstill and then they awakened. A street lamp had got in the way and barred their wandering. It seems incredible that not one of the ten men should have noticed where they were going, but that is one of the traits of the Chinaman which is so difficult for a Westerner to understand. Had it been a tram car, their slumbers would have been more rudely disturbed.

There ought to be rules by which little difficulties which arise in connection with the pari-mutuel at the racetrack should be decided. On Saturday no second and third prizes were awarded in one event and the money in the pari-mutuel which in the ordinary course would have gone to the second and third was put into the pool for the next event. I am unable to explain why this procedure was adopted, but, on the face of the matter, it would appear to have been a fairer procedure to divide the balance of the money between the drawers of tickets in the event—or include it all in the first prize.

Consul General Wilker of Shanghai, has just issued a report in which he tells his nationals that "there is no demand for suspenders and garters in China, save among foreigners. Suspenders," he adds, "do not interest the native, his trousers being so constructed as to render the use of such articles unnecessary; neither is there any need for garters, as the trousers, when properly adjusted, are tied over the sock at the ankle with a neat band of ribbon or cotton. Occasionally a native is seen with a well-known make of American garters, which are worn outside the trousers as ornaments."

This is interesting as showing the different meanings possessed by certain words. The Consul here regards "suspenders" as braces, but the word is seldom used in that sense in Britain. There it applies more generally to the support for the stocking. Curiously enough, the word "garter" is falling into disuse, in consequence of "suspenders" replacing the old-fashioned stocking band which was called "garter."

Some of the Chinese delegates at the Diocesan Conference introduced a form of reasoning which was new to their fellow Churchmen from the West. One reverend gentleman in advocating that the Episcopal Church in China be named the Church of China supported his argument by analogies drawn from daily experience. He knew a wine shop in Canton (and him a parson, too!) which was called the Kwangtung Wine Shop. Everybody knew that was not the only one in Kwangtung. There was a boot store in the city known as the Kwangtung Boot Shop, but there were other boot shops in the province. Similarly the Church of China did not imply that it was the only one in the empire! It has been commonly believed that parsons had little business acumen, but if this reverend gentleman be accepted as a criterion, the Chinese clergy will be able to give points to their Western brethren.

RODERICK RANDOM.

## THE GYMKHANA.

Although owing doubtless to the uncertainty of the weather, the attendance at the fourth meeting of the Gymkhana Club on Saturday afternoon was not as usual, the sport proved as interesting as at any previous meeting. His Excellency the Officer Administering the Government and party were early on the scene, and watched the events on the programme with close interest. The Band of the Buffs discoursed selections of music during the afternoon, and the employees of the Cash Sweeps and the Pari Mutual were, as usual, kept busy. The Pari, by the way, paid out a good dividend on every event in the programme, but ticket drawers in the Cash Sweeps on the Royal Academy Stakes were disappointed, at the result of the event. Instead of a first, second and third prize, there was only a first awarded. This was no doubt due to the fearsome and wonderful animals which the lady competitors sketched on the blackboard which their gentlemen nominees were quite unable to recognise. This failure prevented the judges from awarding the second and third prizes, and as a consequence the sum of \$112 odd went into the pool for the next race.

The patrons and committee of the Gymkhana Club are:—  
Patrons:—His Excellency Sir F. H. May, K.C.M.G.; His Excellency Maj.-Gen. R. G. Broadwood, C.B.; Commodore C. J. Lykes.

Committee:—The Stewards of the Hongkong Jockey Club (Ex-Officio); H. E. Sir F. H. May, K.C.M.G., Capt. Dwyer, Messrs. J. Johnston, H. J. Gedge, C. H. Ross, G. C. Moxon, and Major W. A. Eaton.  
Major W. A. Eaton, Judge; Capt. Dwyer and Major W. A. Eaton, Handicappers; Capt. Dwyer, Clerk of the Scales; Mr. H. J. Gedge, Starter; Mr. Marcus Slade, 2nd Starter; Mr. M. S. Sassoon, Time Keeper; and Mr. R. F. C. Master, Hon. Sec. and Treasurer.

Results of events were as follows:—  
GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription-griffins allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of mark-making record will pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd prize: \$25. (Half-entrance fees to go to winner.)

Mr. John Johnston's Blackmore Vale, 161 lbs., 5 lb. penalty (Mr. Johnston) 1  
Capt. Heathcote's Tomahawk, 144 lbs., 3 lb. overweight (Owner) 2  
Messrs. Moxon and Gedge's Temptation, 156 lbs. (Mr. Master) 3  
Messrs. Lowe and Hickman's Java King, 148½ lbs., 1½ lb. overweight (Mr. Hickman) 0

The flag fell to a good start and showed Temptation leading from Tomahawk with Blackmore Vale third and Java King in the rear. Passing Bowrington Blackmore Vale fell back to third position, but kept close on the tails of the field. Ascending the incline Tomahawk took the lead, with Java King falling into second place, and as the straight was entered Blackmore Vale was lying third. In the home stretch Johnston gave the dark pony a free rein and he easily overhauled the other and passed the winning post with a couple of lengths to spare. Tomahawk and Temptation battled on for second place, the former winning after a hard struggle.

Time—2 min. 14 secs.  
The Pari Mutual paid a dividend of \$9.70, while tickets and payments by the Cash Sweeps were:—

1—Ticket No. 17 ... \$141.75  
2— " 15 ... 40.50  
3— " 33 ... 20.25

The points gained by ponies in this event now stand as follows:—

Blackmore Vale ... 12  
Temptation ... 9  
Hinton ... 3  
Tomahawk ... 2  
Odds On ... 2  
Liana Chief ... 1

HALF MILE FLAT RACE.—For all China ponies which have never won a race. Weight for inches as per scale. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$25. 1st Prize: Presented 2nd Prize: \$25. (Entrance fees to go to winner.)

Sir Henry May's Moonbeam, 163½ lbs., 5 lb. penalty (Mr. Johnston) 1  
Mr. Arthur Robert's Hartwood, 158½ lbs. (Mr. Brier) 2  
Messrs. Scarlett and Potter's Nankin, 152½ lbs. (Mr. Scarlett) 3  
Mr. O. K.'s Double Dragon, 155½ lbs. (Mr. Klimneck) 0

Moonbeam assumed the lead at the start with Double Dragon second and Nankin third. When nearing the village the field bunched, but there was no change of positions until the straight was entered. Then Hartwood went to the front and attempted to overhaul the Governor's pony, but without success. Moonbeam headed the field right round the course, and passed the winning post a length ahead of Hartwood, the same distance separating the second pony from Nankin, who was third.

Time—1 min. 0½ secs.  
Pari Mutual dividend ... \$11.80  
Cash Sweep payments:—  
1—Ticket No. 38 ... 239.40  
2— " 66 ... 68.40  
3— " 65 ... 34.20

TEST PRIZES IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition, and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season. That is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The R.G.A. team, composed of Captains Twiss, Finch and Loring, 45 points 1  
The Magpies, composed of Messrs. C. H. Ross, E. M. Bishop and J. Johnston, 42 points 2  
Buffs "A" team, composed of Major Eaton and Messrs. Potter and Crookenden, 33 points 3

The marks gained by the different teams are as follows:—  
The R.G.A. team ... 187  
The Magpies ... 166  
Buffs "A" team ... 161  
Mr. Gedge's team ... 156  
The Buffs "B" team ... 81  
Mr. Blason's team ... 54  
The Naval team ... 20  
Pari Mutual dividend ... \$13.50

Cash Sweep payments:—  
1—Ticket No. 29 ... \$242.55  
2— " 28 ... 69.30  
3— " 60 ... 34.65

THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have won more than five races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented. 2nd prize \$25. (Entrance fees to go to winner.)  
Mr. N. J. Stubb's Cobalt, 158½ lbs. (Mr. Master) 1  
Major-Gen. Broadwood's Rufus, 154 lbs. (Captain Heathcote) 2  
Mr. L. N. Leofo's Resolution, 150 lbs., 2 lb. overweight (Owner) 3  
Mr. H. G. Marokwald's Liana Chief, 149½ lbs. (Owner) 0  
Mr. Blank's Billet Doux (late Jubilee Rose), 149½ lbs. (Mr. Brier) 0  
Mr. John Johnston's Salvo, 151 lbs., 5 lb. penalty (Owner) 0

After a few false starts the six ponies got away together, Billet Doux being in the van with Rufus second and Cobalt third. Resolution drew into third place at the foot of the incline. As the ascent was made Rufus and Billet Doux raced neck and neck in the front of the field. Passing the village, Billet Doux had assumed the lead, while Rufus was lying second and Cobalt third. In the home run the jacket of Master came rapidly to the front and it was soon apparent that there was no other pony in the race. Cobalt won hands down, while Rufus just managed to snatch second place from Resolution.

Time—1 min. 36 secs.  
Pari Mutual dividend ... \$12.60  
Cash Sweep payments:—  
1—Ticket No. 41 ... \$283.50  
2— " 39 ... 81.00  
3— " 53 ... 40.50

LADIES' NOMINATION. "ROYAL ACADEMY STAKES." Gentlemen will start from a given point "A," ride to another given point "B," dismount, and leave ponies with maofo; run to lady nominatrix and hand her sealed envelope containing name of some animal, immediately return to point "B," mount pony and go back to point "A." On a given signal return to point "B," dismount, leave pony with maofo, run to blackboard bearing corresponding number to that on his envelope and card, write on card name of animal he guesses is drawn upon blackboard by his lady nominatrix and run with card to Judge. Envelopes, cards and pencils will be handed to competitors before starting. First man home with card bearing correct name wins. A number of blackboard cases will be placed on the course, each bearing a distinctive number. Each lady will be provided with a piece of chalk. On receiving envelopes from gentlemen as above mentioned, ladies will proceed to blackboard bearing the same number as that on her envelope. She will then open envelope and draw upon blackboard the animal named in envelope. Five minutes will be allowed for drawing. At a given signal ladies will leave the course. The likeness to the original of the animal portrayed will be taken into consideration. 1st, 2nd and 3rd prizes presented by Gymkhana Club. No assistance must be given by ladies to gentlemen or vice versa.

The Hon. P. G. Scarlett, nominated by Mrs. Eaton ... 1  
Seven blackboards stood on easels on the racing track before the grandstand. Seven strange animals, some must have been prehistoric, had been sketched on those blackboards by ladies of more or less artistic taste. Seven nominees, abiding by the conditions of the race, competed to win the prizes offered for their partners. But in entering this event it appears that the gentlemen undertook a bigger contract than they dreamed of. The strange beasts drawn on the blackboards puzzled them as they have probably not been puzzled for years. Most of the competitors looked thoughtful, but only one of them appears to have been endowed with the persevering qualities of Robert, Bruce of Scotland, and that competitor won the prize.

So far as the spectators could see one of the blackboards contained the drawing of a porcupine, and another appeared to be the outline of a big tom cat, but this could not have been the case, otherwise the name of the animal would have been more readily guessed. As for the remainder of the zoological sketches, nobody could guess what they were supposed to be.

ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have won more than 3 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

Capt. Heathcote's Tomahawk, 155 lbs. (Owner) 1  
Messrs. Moxon and Gedge's Temptation, 159 lbs. (Mr. Master) 2  
Mr. Hickman's Kerry, 151 lbs. (Owner) 3  
Messrs. Scarlett and Potter's Nankin, 149½ lbs. (Mr. Scarlett) 0  
Mr. John Bell Irving's Younger Brother, 149½ lbs., 7 lb. overweight (Owner) 0  
Nankin sprang into the lead with the fall of the flag, Kerry taking second place and Tomahawk third. Passing Bowrington Nankin had a lead of ten lengths from Temptation, while Kerry was third, Tomahawk fourth and Younger Brother last. Tomahawk was sent ahead as the foot of the incline was passed, and at the foot of the incline he had drawn into second place. He still led past the village, Nankin being second and Temptation third. In the home run Tomahawk still led and passed the winning post a length ahead of Temptation, while Kerry was third.

Time—2 min. 49 secs.  
Pari Mutual dividend ... \$19.20  
Cash Sweep payments:—  
1—Ticket No. 130 ... \$462.75  
2— " 105 ... 132.20  
3— " 111 ... 66.10

## AN AMERICAN TRANSPORT AGROUND.

The American transport Warren ran aground at 2.45 o'clock on the morning of September 10th on Mindoro near and west of Port Gallera, about 20 miles from and opposite Batangas. The ship was lying about 200 feet from the shore. Soundings indicated one-third of her length aground apparently. No damage was done. Efforts to pull the ship off by its own power failed, so she had to be unloaded and it was hoped to pull her off by tug. She went aground broadside on in a squall.

## CONTROL OF IMMIGRATION IN THE STRAITS SETTLEMENTS.

At the last meeting of the Legislative Council of the Straits Settlements the first reading of the Chinese Immigrants Ordinance amendment bill was moved by the Secretary for Chinese Affairs and was agreed to. The bill aims at giving the Government as full a control over the form and terms of contracts of labour within the colony, which are executed by Chinese labourers outside the colony, as it has already exercised the contracts executed by immigrants within the colony. Section 28A dealing with contracts made outside the colony lays it down that these shall comply with the provisions of section 28, which deals with contracts signed in the colony. Section 28 has been re-drafted, sub-section (1) (a) and (b) limit the term and the form of an immigrant's contract in accordance with the present practice, and sub-section (4) renders compulsory the present practice of delivering to the immigrant a translation of the contract.

## THE ANNEXATION OF KOREA.

FORTHCOMING ISSUE OF THIRTY MILLION FIVE-PEN-CENTS.  
A Ministry of Finance Ordinance gazetted on September 5th says the Imperial 5 per cent bonds (to be issued to the extent of not more than 30 million yen), to be granted as Imperial rewards, will be left unredempted for five years, and be redeemed within forty-five years hence. No registration for negotiation and pledging of such bonds can be made without the approval of the Governor-General of Korea.  
Out of the 30 million yen, 13 million will form a capital fund for the payment of yearly allowances to those entitled to such consideration of education and production. Of these 17 millions 1 million will be distributed in Seoul, and the remaining 16 millions among all the provincial districts.—Japan Gazette.

## LOCAL SPORT.

## CRICKET.

The K. C. C. opened the season at King's Park on Saturday, when an interesting twelve side match was played:—

MR. J. H. BURNETT'S TEAM.  
E. A. Weller, b. Curwen ... 13  
N. L. Weaver, c. Green, b. Chitty ... 6  
W. T. Elson, c. Green, b. Raitton ... 37  
J. P. Robinson, c. Moore, b. Chitty ... 6  
D. I. Mackenzie, b. Raitton ... 25  
J. McEwan, c. Weller, b. Brown ... 2  
W. Edwards, b. Mead ... 9  
A. Somerville, b. Raitton ... 2  
H. Carey, b. Mead ... 0  
P. Leslie, b. Mead ... 0  
H. Phillips, b. Brown ... 0  
A. Gregory, not out ... 5  
Extras ... 7

Total ... 120  
MR. T. H. MEAD'S TEAM.  
A. Langley, c. Elson, b. Weaver ... 20  
E. Moore, c. McEwan, b. Somerville ... 23  
S. E. Green, c. McEwan, b. Fowler ... 1  
Major Walker, c. A. and B. Fowler ... 2  
W. Curwen, c. A. and B. Fowler ... 1  
T. Chee, b. Weaver ... 16  
A. C. Brown, c. Carey, b. Gregory ... 6  
R. C. Barlow, c. McEwan, b. Weaver ... 2  
N. Raitton, c. A. and B. Weaver ... 0  
Van der Pol, c. A. and B. Weaver ... 0  
J. H. Mead, not out ... 2  
Extras ... 0

## LATEST STEAMER MOVEMENTS.

The C. & M. str. *Rubi* left Manila on the 17th instant, and is due here to-day at 3 p.m. The Bank Line str. *Suevic* sailed from Manila on the 17th instant, and is due here to-day at 4 p.m.  
The P. & O. S. N. Co.'s *Quanda* is due here on the 21st instant, at daylight.  
The H. A. Line str. *C. Ford*, *Latis* left Singapore on the 16th instant p.m., and may be expected here on or about the 22nd instant.

## COMPANY MEETING.

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

The ninth ordinary annual meeting of shareholders of the China Light and Power Co., Ltd., was held at the office of the Company, St. George's Buildings, on Saturday.

Mr. Robert Shawan presided, and there were present: Dr. J. W. Noble, consulting committee, Messrs. C. A. Tomes, T. Hough, E. W. Terry, Fung Shui Wah, R. Hancock, H. F. Campbell, and the secretary, Mr. D. H. Young.

The CHAIRMAN said:—Gentlemen,—We have now to lay before you the reports and accounts made up to 31st July last, copies of which have been in your hands for some time. I pointed out at the last yearly meeting that Kowloon was doing little more than pay its expenses, and as you see, the balance from Working Account this year is only \$2,661.37. But this was working with our old steam engines, which had become very costly to run, compared with modern engines. At the same meeting we told you that we were then going slowly into the question of alterations and improvements at Kowloon, and the result of this was that we decided to replace the old steam sets by a set of three Westinghouse vertical gas engines, each of 150 kilowatts, and the old switchboard by a new and thoroughly up-to-date switchboard. Practically we shall have to scrap all our old plant with the exception of one gas engine of 70 kilowatt power, as we can work so much more economically with modern gas engines, instead of steam. It is not safe to prophesy, but there is no doubt that these engines will effect a very marked reduction in our bills for fuel, which is by far our largest item of expenditure. The first gas engine has arrived and is now in course of erection, and the other two will follow, so we hope to have all three running before long. Two will be in use and the third will be kept as a spare in case of the breakdown. What we want over there is more work and more consumers to supply. We sold only \$50,000 worth of current last year, and could have supplied double that amount with hardly any increase in working expenses. Kowloon is growing, and we must bank on that fact and look to the future for our reward. We do all we can to increase the number of our customers, and I am glad to say that there is a steady, if slow, improvement in this respect. As a matter of fact, there is a fair improvement in the number of lamps connected, but the supply of current does not show a corresponding increase owing to the use of the more economical metallic filament lamps which require only about one-third of the quantity of current formerly consumed by the carbon lamp of the same candle-power. This has not helped to improve our income from the sale of current, but, on the other hand, what is our loss is our customers' gain. We must content ourselves with the hope that the lower cost will increase the demand all round, and thus in time more than effect the present reduction in our bills. We have made a contract for the supply of light and power to the Kowloon-Canton Railway which will increase our output considerably and leave us a moderate profit if we supply as much as we hope will be required under this contract. But it is not to what we are doing now, but to the future, that we must look, and we have every hope that the expansion of Kowloon will soon begin to make rapid and uninterrupted progress now that railway communication with Canton seems likely to be an accomplished fact next year.

This is about all I can say as to our prospects, but if the next accounts do not show reduced expenses and increased earnings, I shall be very surprised and disappointed. Now as regards our finances. In accordance with the resolutions which were passed at extraordinary meetings, the capital was reduced to \$300,000 by the return of \$250,000 on 50,000 810 shares. Before, however, we could obtain the consent of the Court to this reduction we had to have all our assets revalued, which necessitated taking \$150,000 from the reserve fund for depreciation. This left \$250,000 in reserve, which was absorbed by the payment of a bonus of \$5 per share to the holders of the 50,000 810 shares, thus putting them on equal terms with the holders of the 50,000 810 shares. These payments took up \$500,000 of our cash in hand, leaving \$165,828.43 on 30th June to pay for the new plant. Even now our present capital is much too large for our earnings. Out of the former capital of \$550,000 the company has now returned \$50,000, but that the actual capital should now be only \$50,000, but the bonus of \$250,000 could not by law be treated as a return of capital, so the capital had to be stated as \$250,000 more than it really should be.

The present figure will certainly have to be reduced to more reasonable dimensions before we can pay a dividend on it, and it seems to us that the simplest way to do this would be to form a new company of, say, \$100,000 and sell out to it, but this is not a pressing matter and may be left for consideration later on when our earnings have reached a point that will warrant the payment of dividends. The balance at credit of profit and loss account of \$50,242.22 we recommend be written off, as it will not be represented in cash when the new plant is paid for, but will really be invested in that plant. Electrical fittings are not good stock to carry, for patents and fashions are continually being improved upon and a fixture that is in good demand one day is unsaleable the next. We have in fact had to send some of our stock to the auction room as the only means of getting something for it. I mention this to explain why we propose to use some of the balance of \$50,242.22 for writing down the value of our materials in hand. Before moving the adoption of the report and accounts, I shall be pleased to hear any remarks from shareholders.

No questions being asked, the CHAIRMAN proposed that the report and accounts be presented, and adopted, and that the balance of \$50,242.22 at credit of profit and loss account be written off as follows:—\$22,508 from buildings and machinery, \$33,345.57 from lines and \$14,388.65 from materials and stores.

Mr. T. Hough seconded, and the motion was agreed to.

On the motion of Mr. E. W. Terry, seconded by Mr. R. Hancock, Sir Paul Chater, Dr. J. W. Noble and Mr. H. P. White were re-elected members of the consulting committee.

Dr. J. W. Noble proposed, and Mr. Fung Shui Wah seconded, and it was agreed that Messrs. H. Potts and A. O. D'Gourdin be re-elected auditors.

The CHAIRMAN—That is all the business, gentlemen. I am much obliged for your attendance.

## COMPANY REPORT.

## THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report of the General Managers on the twenty-seventh year's working of the Company, ending 30th June, 1910, is as follows:—

After paying all running expenses, premia of insurance, remuneration to the consulting committee and auditors' fees, there remains a balance at credit of Profit and Loss Account of \$110.94, which with the approval of shareholders will be transferred to the reserve fund; from which, in order to provide for depreciation of the Company's properties it is proposed to take the sum of \$45,110.64. The reserve fund will then stand at \$185,000.

The depression in trade referred to in the last report continued, and cargo was very scarce during the first half of the period under review, but since Chinese New Year a distinct revival occurred, though the keen competition on our lines precluding all chance of raising freight rates and the high price of coal continuing prevented any marked improvement in earnings.

The *Hatung* unfortunately touched a rock in the Foochow River in February, but the damage was not serious enough for repairs to be necessary before her annual docking in August.

The steamers and other properties of the Company are in first-class order.

The accounts appearing as "Freights Due" and "Accounts Receivable" have since been collected.

Consulting Committee.—The committee now consists of Messrs. J. W. C. Bonnar, R. Shawan and Hon. Mr. H. K. Kerck, who retire in terms of the Articles of Association, but offer themselves for re-election.

Auditors.—The accounts for the first six months have been audited by Messrs. W. H. Potts and E. A. M. Williams (the latter acting for Mr. Lowe) and for the last six months by Messrs. A. K. Lowe and F. Maitland (the latter in place of Mr. W. H. Potts). Messrs. Lowe and Potts now retire, but offer themselves for re-election.

DOUGLAS, LARPAK & Co., General Managers.

## PROFIT AND LOSS ACCOUNT.

For the year ended 30th June, 1910.

To amount transferred to reserve fund as resolved at last general meeting ... \$1,311.54  
To exchange account ... 3,966.04  
To auditors' fees ... 600.00  
To remuneration to consulting committee for 12 months ... 2,000.00  
To remuneration to general managers for 12 months ... 10,000.00  
To loss on running the Company's steamers during the year ... 667.40  
To balance ... 110.64

\$18,655.62

By balance for profit and loss account, 30th June, 1909 ... 1,311.54  
By coal account (profit) ... 735.10  
By sale of steam launch (profit) ... 404.36  
By general interest account ... 253.90  
By interest on mortgage account ... 15,950.72

\$18,655.62

## BALANCE SHEET.

For the year ending 30th June, 1910.

LIABILITIES.  
Capital account—20,000 shares at \$50 ... 1,000,000.00  
Reserve fund ... 250,000.00  
Underwriting account of the Company ... 106,073.12  
Unpaid bonus ... 138.00  
Unpaid dividends ... 381.50  
Sundry account payable ... 69,984.34  
Profit and loss account ... 110.64

\$1,406,687.60

ASSETS.  
Value of the Co.'s steamers—*Hatung*, *Haiching*, *Hainan* and *Hainan* as per last account ... \$1,087,787.00  
Less amount written off as resolved at the last general meeting ... 33,787.00

\$1,054,000.00

Additions since made ... 5,877.55

\$1,060,787.22

Loans on mortgage ... \$ 33,970.73  
Hongkong & Shanghai Bank (Current Account) ... 26,806.41  
Freights due on 30th June, 1910 ... 53,945.57  
Sundry debts receivable from agencies, &c. ... 44,374.18  
Cash in hand ... 573.81  
Unexpended stock dues ... 1,664.68  
Coal account, taken in hand ... 2,566.00

\$1,406,687.60



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only applied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 5th Ed. Lieber's.

## NEW ADVERTISEMENTS

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Clarendon Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Office above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be in force during the Meeting, when they may be discussed.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 17th September, 1910. [1074]

## GOVERNMENT OF BRITISH NORTH BORNEO.

## NOTICE.

## COPPER COIN.

WARNING IS HEREBY GIVEN that a Large Quantity of HONGKONG and CHINESE COPPER COIN is being circulated in the State, and that a Proclamation will shortly be issued prohibiting the circulation of such Coin under severe penalties. The public are reminded that the only Copper Coins which will be received at any Treasury or Government Office are those which bear the North Borneo Coat of Arms.

Until the issue of the Proclamation referred to above, foreign Copper Coin, although it will not be received at Treasury or Government Offices, may be circulated, or paid to any person willing to receive it.

After the issue of the Proclamation any person, other than a duly authorised Money Changer, found in possession of foreign Copper Coin to the value of \$5 or upwards will be liable to fine and forfeiture of the Coin.

By Order,  
A. C. PEARSON,  
Government Secretary.  
Hongkong, 17th September, 1910. [1075]

## VICTORIA RECREATION CLUB.

## ANNUAL AQUATIC SPORTS.

THURSDAY, FRIDAY and SATURDAY, 22ND, 23RD and 24TH SEPTEMBER, 1910.

Commencing at 5 P.M. on THURSDAY and FRIDAY, and 4 P.M. on SATURDAY. Admission: Non-members \$1 each day. Ladies (admitted on SATURDAY only) 50 cents. Hongkong, 19th September, 1910. [1073]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELHI". Captain G. W. Gordon, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st October, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's "CHINA," 7912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Eloper," due in London on the 12th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th September, 1910. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Company's Steamship

"AUSTRIA". Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Venice, ex ss. "Albania," "Tob," and "Metecow," transhipped at Trieste. Trieste or ss. "Kouber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 A.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.  
Hongkong, 16th September, 1910. [3]

## NEW ADVERTISEMENTS

## WANTED.

HOUSE at the PEAK.

Apply—  
CHARI RUMAH,  
Care of "Daily Press" Office,  
Hongkong, 19th September, 1910. [1071]

## HONGKONG CLUB.

## NOTICE.

THE EIGHTEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue, \$10,000 each) was held in the Hongkong Club House, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption—

1	313	760	1130	1479
35	333	789	1138	1538
36	343	794	1168	1585
38	466	798	1206	1637
136	573	957	1233	1694
155	582	952	1313	1740
156	608	1018	1340	1766
188	618	1023	1343	1784
191	630	1048	1361	1791
209	649	1064	1392	1805
222	676	1083	1403	1905
263	684	1096	1409	1945
287	739	1112	1448	2008

and will be Payable at the Hongkong and Shanghai Banking Corporation, on FRIDAY, the 30th September, 1910, in Exchange for surrender of same.

By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 17th September, 1910. [1072]

## PUBLIC COMPANY

## DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LARBAK & Co.,  
General Managers,  
Hongkong, 3rd September, 1910. [1018]

## VIENNA CAFE CO.,

## (1910) LIMITED

## (RECONSTRUCTED).

## QUEEN'S ROAD CENTRAL,

## (Opposite Post Office).

## A FIRST CLASS

## RESTAURANT

## (TABLE D'HOTE OR A LA CARTE)

## AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

## SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &amp;c.

## AN EXTENSIVE MODERN BAKERY.

## A FRENCH CHEF.

Hongkong, 23rd July, 1910. [974]

## FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRAYA EAST. Approximate Area, 46,000 Square Feet.

## TO BE LET OR SOLD

## IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT

## No. 285

## EXTENSIVE WATER

## FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., LTD.,  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## CHEESE

## CHOICE

## CANADIAN STILTON.

## 60 CENTS PER LB.

## THE

## DAIRY FARM CO., LTD.

[42]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

## SMOKELESS POWDERS and CHILLED

## SHOTS. From No. 10 to SSG. at \$6, \$7 and

## and AIR GUNS in Variety.

Inspection invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [545]

## ENTERTAINMENT

## THEATRE ROYAL, HONGKONG.

## FLYING VISIT

## FOR

## ONE NIGHT ONLY.

ON WEDNESDAY NEXT, SEPTEMBER 21st.

## WARWICK MAJOR'S

## COMEDY CO.

IN THE EXCITINGLY FUNNY PLAY

## "THE NEW BOY."

BY ARTHUR LAW.

SPECIAL MUSICAL NUMBERS.

MISS GEORGE CORLASS AS

"NANCY."

BOOK EARLY

POPULAR PRICES ... \$5, \$2 & \$1.

Plays at MOUTRIE & Co. [1076]

## INTIMATIONS

## HONGKONG CLUB.

## NOTICE.

## AN EXTRAORDINARY GENERAL

MEETING of the Members of the Club will be held in the Club House, on TUESDAY, the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.

By Order  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1017]

## HONGKONG FOOTBALL LEAGUE.

## THE ANNUAL GENERAL MEETING

will be held at the Y.M.C.A. Rooms, on THURSDAY, 22nd September, at 6.30 P.M. Entries for Leagues 1 and 2 close 22nd Sept., at 5.30 P.M.

F. BROWNE, Chairman,  
ALEX. P. STORRIE,  
Hon. Secretary.  
Hongkong, 13th September, 1910. [1052]

## KOWLOON CRICKET CLUB.

## THE ANNUAL GENERAL MEETING

of the above Club will be held in the Club House, on TUESDAY, the 27th inst., at 5.15 P.M.

T. CHEE,  
Hon. Secretary.  
Hongkong, 16th September, 1910. [1057]

## HONGKONG VOLUNTEER RESERVES.

## A CORPS OF RESERVES is being en-

rolled under the Volunteer Reserve Ordinance, 1910. All British subjects being ex-Servicemen (including Volunteers) and Citizens wishing to be enrolled under the Ordinance are requested to communicate with the undersigned as early as possible.

A. JENKINS,  
Hon. Secretary.  
King's Buildings,  
Hongkong, 17th September, 1910. [1070]

## WANTED.

BOARD and RESIDENCE for Young Men (19) from Middle of November. Peak or Higher Level.

Please apply—  
"NOVEMBER,"  
Care of "Daily Press" Office.  
Hongkong, 12th September, 1910. [1043]

## CORRESPONDENCE COLLEGE.

THOROUGH Preparation by Postal Tuition for the LONDON MATRICULATION, H.A. LAW, MEDICAL, &c.; also in ENGLISH, MATHEMATICS, &c., by very Successful Teachers.

Success guaranteed.

Apply for terms, testimonials and qualifications to—

PROFESSOR JOHN P. LONG, B.A. (formerly Lecturer at the Swansea University College).

RICHMOND CORRESPONDENCE SCHOOLS, Alexandra Road, St. Margaret's-on-Thames, LONDON.

## SOCIETE DES PULPES ET PAPIETERIES DU TONKIN.

## NOTICE IS HEREBY GIVEN that a

First Call of Dollars Ten (\$10) HAIPHONG CURRENCY—Dollars Ten and Cents Twenty—(\$10.25) HONGKONG CURRENCY, per Share will be made on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The Banque de L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATHIAS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,  
T. F. HOUGH,  
Chairman.

Hongkong General Purposes Committee.  
Hongkong, 1st September, 1910. [1059]

## GRACA &amp; CO.

27, DES VEAUX ROAD.

## ASIATIC POSTAGE STAMPS AND

## PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [783]

## TO LET.

## TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA" Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month.

For particulars apply to—  
DEACON, LOCKER & DEACON,  
Solicitors, 1, Des Vaux Road Central.  
Hongkong, 22nd August, 1910. [969]

## TO LET

## TO LET.

## KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st September, 1910. [89]

## TO LET.

OFFICES in Des Vaux Road, Central, corner of Des Vaux Street.

Apply to—  
Messrs. PERCY SMITH & FLEMING,  
5, Queen's Road.  
Hongkong, 2nd June, 1910. [440]

## TO LET.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—  
ABRATOON V. APCAR & Co.,  
14, Des Vaux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [878]

## TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—  
J. HENNESSEY SETH,  
No. 4, Des Vaux Street.  
Hongkong, 2nd July, 1910. [795]

## TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

1 HOUSE in Bellis Terrace.

OFFICE in BEACONSFIELD ARCADE.

No. 9, BEACONSFIELD ARCADE (Shop). C.M.S. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—Pos. Camara, at Peak, commanding a magnificent view of the Harbour and adjacent islands.

Apply to—  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 17th September, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st September, 1910. [88]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

## TO LET.

No. 16, WYNDHAM STREET. From 1st September, 1910.

Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road.  
Hongkong, 8th August, 1910. [913]

## TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied by Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Weng Nei Chong Road.

OFFICES in York Building.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observatory Place. The Trans step at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 9th September, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## TO LET.

AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "Bilton," situated on Plantation Road.

For Particulars apply to—  
DENNIS & BOWLEY.  
Hongkong, 9th August, 1910. [922]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st September, 1910. [994]

## TO LET.


No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—  
DAVID SASSOON & Co., LTD.  
Hongkong, 8th March, 1910. [95]



The British Medical Journal says: "Benger's Food has, by its excellence, established a reputation of its own."



**BENGER'S**

Benger's Food is sooth- ing and satisfying. It contains all the elements of a natural food in a condition suitable for immediate absorption.

When milk alone is heavy and unsatisfying, Benger's Food, made with milk, is appetising and nutritive.

Benger's Food should be used

**For INFANTS, INVALIDS, AND THE AGED,**

for healthy development in infancy, for rebuilding strength in weakened systems, and for the preservation of old age in usefulness and vigour.

Readers can obtain a 4-page booklet, "Benger's Food and How to Use It," which contains a "Concise Guide to the Rearing of Infants," and practical information on the care of invalids, etc., on application to Benger's Food Ltd., One Works, Manchester, England.

Benger's Food is sold in this city by Druggists, etc., everywhere.

## NOTICE

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOORAIN-ALI & Co.,  
No. 14, Queen's Road Central,  
Hongkong, 5th September, 1910.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

**THORNE'S**  
OLD VAT



**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONGKONG, CHINA & MANILLA.  
A. S. WATSON & Co. Ltd.



These tiny Capsules — superior to Copaliba, Cubeba, and Injections — CURE the same diseases as these drugs in

**FORTY-EIGHT HOURS**

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST.

is given in the

**HONGKONG WEEKLY**

**PRESS,**

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## DO MEN LIKE WORK?

"Every man to his job. If it's really your job, you will like it, you must, you can't help it. God made men so."

So says in Mr. Locke's latest novel, the serious and single-minded person who helps a humorist (Simon the Jester) out of the quagmire into which joking has led him. The sentence brought back sharply to my mind a conversation which had surprised and a little saddened me. Everybody turns up, sooner or later, on the terrace of the House of Commons, and lately it was my chance to meet there that veteran of letters, Mr. W. D. Howells. He was talking of his journey—a slow crossing, but he had brought some editorial work along with him. "Just enough to be a pleasure," I said. "Ah," he replied, "is work ever a pleasure?" "No," struck in another man at the table; "it is always a slavery." I appealed to Mr. Howells. "I know what he means," he said. "I've done that kind of work.—When? At the printer's case."

I remembered then that the famous novelist had printed books before he wrote them. "But," said I, "do you mean that all manual labour of that class is disagreeable? I certainly found it so," he said. The other man was more emphatic. "You may take it from me, out of my own experience, that all the hands in all factories are simply counting the minutes till the clang of the bell."

Now, it is quite clear to me that both these men, who by their own determination and ability rose out of manual labour, disliked it because they were conscious that it was not "their job" (in Mr. Locke's phrase), and equally clear that when once Mr. Howells had got to his own job he did it with pleasure. Nothing would persuade me that he did not enjoy writing about Silas Lanchester, just as the artist really enjoys painting a successful picture—looking only the artist's almost physical pleasure in the actual handling of his tools. But how about the others—those who do not rise out of manual labour or whatever other form of employment may be considered as a drudgery?

## IS MODERN WORK SLAVERY?

For this is the real question raised in my mind by Mr. Howells and his friend: Under modern conditions do men as a rule dislike the work they have to do? Is the world full of factory hands whose only interest in their working hours is to anticipate the end of them? It is a very grave question for society, and I, knowing little of industrial life, the prevalent type in modern communities, can only suggest a few considerations as to the answer.

In the first place, there is no drudgery, intellectual or physical, that men will not do with appetite if it is "their job." Upon this I wholly agree with Mr. Locke. I have seen scholars go near to kill themselves in collating texts, spending long hours comparing with infinite minuteness two copies of the same manuscript, and engaged by their task to the point of forgetting food, sleep, rest, everything, and this without hope of reward, without any real thought of reputation. Again, I have seen an Irish peasant (lazy enough over his proper business about a house and yard) turn to when he got spade or pickaxe in hand, and work as if a demon possessed him, in sheer love of feeling his muscles and seeing the work (in an expressive Gaelic phrase) "put from him." But I suppose that if the scholars I speak of had looked forward to nothing else but collating manuscripts all their lives, if the Korry boy had been going to dig all his days, they would have gone about their tasks without much gusto. Variety is needed to maintain interest. On a farm (where scythes are still used) mowing is admittedly the most exhausting labour; yet Tolstoy, in a famous chapter of "Anna Karenina," has shown with truth as well as beauty how it is a kind of festive employment gone about in gaiety of heart. No one can be worked with harvesters and not feel something of the spirit of a game or a battle in that yearly rush of labour. But the operative in a cotton mill, I fancy, knows no seasons; there is no completion of a stage, no feature in the work. Or is there? Can a man identify himself with his job?—that is the test. Can he interest himself in it as undoubtedly a farm labourer does in the growing and gathering of a field of potatoes which he has helped to set, though whether the crop be good or bad makes no difference to his wages? Save on these conditions the worker can have no pride in his work, and when you kill a man's pride in his job it is nothing but a slavery.

## THE MACHINE-MINDER.

I can readily imagine a workman taking pride through the whole of his life in making boots; indeed, no artist has ever talked to me with more enthusiasm of his own craft than a skilled bootmaker. I can understand a cobbler cobbling continually to the end of his days, for every boot he is patched offers a new problem. But to spend one's life tending a machine which punches out this or that part of a boot is a very different story. Doubtless a man can reconcile himself to mere mechanical labour if through the industry there is a chance of promotion. Yet even this, the poorest of all inducements, is often lacking: the worker is held to duty by bare necessity, by the fear of losing his job—which is his job only because he happens to have got it which a thousand others could do exactly in the same way and with exactly the same prospects. Such men do not and cannot like work, and, often through no fault of their own, they are a cancer on society.

Again, the man who likes work of a certain kind may not like too much of it. My Korry had would have dug twelve hours a day for wages or on emergency. But if offered high wages for ten hours digging daily he would very likely have thrown up his job after a time—exhibiting that imperviousness of the working classes which prudent gentlemen declaim against in Parliament and elsewhere. I have often thought it would be well if members of Parliament were forced to realise by a brief personal experience what the elementary forms of manual labour mean.

Now, of course, the work on a farm is a year's long series of different operations, some revoltingly laborious, others even pleasurable. Such work is human, and it dignifies. But there are, and probably must be in factories thousands of tasks which preclude the idea of pleasure or interest to the worker. Modern life with its specialisation has produced a monotony unknown in the older, simpler, yet far more varied world. Ideally speaking—at least, with a view to the advantage of the State and the race—the performance of such tasks should be strictly limited in time and the pay high. There ought to be leisure to compensate for the medium and money to give chances. Any form of work which has possibilities of advancement in it may be likeable, even lovable, if not for itself, then for what can be seen growing out of it—marriage, the adornment of a home, the means of education. The ideal State is one in which every man will have the chance of finding "his job"—the work which he must like because "God made men so," and in which there will be as few as possible of those tasks which almost inevitably condemn workers to be for ever counting the minutes till the clang of the bell."—M. P. in the Daily Mail.

## THE STRAITS SHIPPING BILL.

The Freight and Steamship Bill was taken in committee at the last meeting of the Legislative Council at Singapore.

Mr. Darbishire asked to be allowed to say that he objected to the bill in toto and he did not therefore desire to waste the time of the Council by making a great many suggestions on the various clauses. At the same time, it was unfortunate that Mr. Fort was not present, because he would no doubt have had something to say on legal points, and it was one reason why the bill might be postponed.

The Governor took this opportunity of saying that he was wrong when, during the discussion last week, he ascribed to Mr. Shelford a statement that local firms did not know the details of the distribution of the secret rebate. The statement was made by several witnesses before the Commission which sat here in 1902, and was repeated by the Commission in paragraph 17, he believed, of their report. Mr. Darbishire challenged the statement at the time, and he was right.

On clause 3 Mr. Darbishire enquired whether the duty of \$100 on bills of lading would apply to small shipments of, say, one case of beans. There were many such small shipments to India.

The Attorney-General was understood to say that, as the bill stood at present, the tax would apply to all shipments.

On clause 7, which provides for exemptions from the tax, Mr. Darbishire pointed out that the interpretation of a steamship owner was that he was a person acting as an agent of a steamship owner. There were firms in the Straits who were agents for conference lines, but who had nothing to do with a preferential rebate or the steamship owners in any way.

Dr. Galloway raised a point, on clause 9, with regard to the legal right of the shipper to recover his percentage of freight. After some discussion, the Governor said it was desirable to hold over this clause for consideration of the point raised. The rest of the measure passed through committee, but the bill remains in this stage for further consideration of clause 9.

## THE GERMAN CROWN PRINCE.

SPEECH ON THE DESTINY OF THE GERMANS.

The German Crown Prince, to be a German phrase, for the great majority of his future subjects, "an unwritten page." He gave a momentary significant indication of his views on Germany's proper place in the community of nations in a brief speech which he made last month on the occasion of his installation as "rector magnificus" of the Königsberg University.

Speaking as a young man, he urged the university authorities to point German youth along the "path which will enable the German people to take among the nations that rank to which her intellectual and material power and might by right entitles her. We can benefit in other ways," the Crown Prince went on, "by recognising the failures and shortcomings of our country. Perception of these too easily leads to half-heartedness and fruitless criticism."

"Rather let us strive towards emphasis of our national identity in opposition to that internationalising movement which threatens to submerge our healthy national characteristics." The Berlin correspondent of the Times says: "The speech of the German Crown Prince at Königsberg University has produced a considerable amount of comment in the German Press. The speech is looked upon as being the heir apparent's first public expression of opinion, and as such meets with, on the whole, favourable criticism. The Liberal and Radical Press, however, regrets that the Crown Prince did not make use of less indefinite expressions, and is at a loss to understand exactly what he meant by 'efforts towards internationalization.' These critics fear that each one, including the Chauvinistically minded, will find in this phrase the meaning he desires. The Conservative journals, on the other hand, rejoice that the Crown Prince should have laid emphasis upon the prime necessity for the German people of preserving their national characteristics and assure him that this admonition will find an echo among all Germans who are imbued with national sentiment."

## IRISH PROFIT ON TAXATION.

IRELAND PAYS £8,355,000.—IRELAND RECEIVES £10,712,500.

A Government return was issued last month to show the proportions of revenue paid by England, Scotland, and Ireland, and the proportions of the benefits received in public grants, payments of Civil Servants, law charges, old-age pensions, and other items of local expenditure.

Contributed	Received
England	£105,974,500
Scotland	£14,138,000
Ireland	£8,355,000
Total	£128,467,500
England	£105,974,500
Scotland	£14,138,000
Ireland	£8,355,000
Total	£128,467,500

It will be seen that Ireland makes a "profit" of £2,357,500 out of the transaction, while England and Scotland "lose" £256,638,500.

England has really the greatest "financial grievance" if the percentages of revenue contributed and of money returned for local expenditure are considered, thus:

Per cent. paid of	Per cent. received of
England	82.5
Scotland	11.01
Ireland	6.5

Ireland's large share of old-age pensions last year is responsible for much of her advantage. She received more than one-fourth of the total cost of pensions, or £2,445,000, of £8,496,000. England had only £5,564,000 and Scotland £964,000.

## WHITELEY'S


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The Universal Remedy for Acidity of the Stomach, Headache, Indigestion, Sour Eructations, Biliousness, &c.



**DINNEFORD'S MAGNESIA**



**COLEMAN'S WINCARNIS.**  
THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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From any leading Chemist.

**MUSTARD & COMPANY.**

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Sechoo Road, Shanghai. [719]

## SHIPPING IN PORT.

STEAMERS.

AUSTRIA, Austrian str., 4,871, G. Ralch, 16th Sept.—Singapore 10th Sept., General—Sunder, Weller & Co.

BONNIE, German str., 1,344, S. Sembill, 13th Sept.—Bandau 8th September, Timber—Melchers & Co.

BURMA, Japanese str., 1,300, Y. Fusan, 11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.

CHONG SHING, British str., V. Liddell, 14th September—Tientsin 6th, Waihaiwei 7th and Chefoo 8th September, General—Jardine, Matheson & Co.

CHENAN, British str., 1,350, Lloyd Jones, 11th September—Shanghai 8th Sept., General—Butterfield & Swire.

CHUYEN, Chinese str., 1,177, C. Stewart, 12th September—Shanghai 9th Sept., General—C. M. S. N. Co.

CHOWTAY, German str., 1,134, Herjanga, 11th September—Bangkok 5th Sept., Richey—Butterfield & Swire.

COVINE, British str., 3,055, J. Falla, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.

FOOSUNG, British str., 1,423, T. Lishman, 15th Sept.—Java 6th Sept., Sugar—Jardine, Matheson & Co.

HARMON, British str., 641, A. H. Stewart, 14th Sept.—Fochow and Swatow 13th Sept., General—Douglas, Laplace & Co.

HSIN CHANG, Chinese str., 1,238, W. Jamieson, 16th Sept.—Chefoo 10th Sept., General—C. M. S. N. Co.

KIANO, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.

KUMCHOW, British str., 1,460, J. D. Martie, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.

LAERTES, British str., 1,340, H. C. D. Framp, 11th Sept.—Saigon 6th September, General—W. P. Co. str.

LAISANG, British str., 2,225, E. J. Tadd, 12th September—Singapore 6th Sept., General—Jardine, Matheson & Co.

LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.

LOKSANG, British str., 975, G. H. Bowker, 15th Sept.—Shanghai 10th and Swatow 14th Sept., General—Jardine, Matheson & Co.

MEROO, Chinese str., 1,339, Froberg, 9th Sept.—Shanghai 4th September, General—C. M. S. N. Co.

PARAMA, Japanese str., 3,756, K. Muto, 13th Sept.—Manila 10th Sept., General—Osaka Shosen Kaisha.

PETCHABURI, German str., 3,756, K. Muto, 13th Sept.—Bangkok 4th Sept., Rice, Meal and wood—Butterfield & Swire.

PROMETHEUS, Norwegian str., 1,024, O. Kervelien, 15th Sept.—Manila 12th September, General—Aagaard, Thorsen & Co.

RAABE, German str., 1,169, H. Bremer, 15th Sept.—Hoibow 14th Sept., Rice—Butterfield & Swire.

SHANTUNG, German str., 1,000, H. Oltmanns, 15th Sept.—Bangkok 6th Sept., Rice and Teakwood—Butterfield & Swire.

SHIBETORO, Japanese str., 2,479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.

SPAR, Norwegian str., 871, Solum, 14th Sept.—Quang Chaw Wan 12th September, Salt—Aagaard, Thorsen & Co.

TAMING, British str., 1,350, G. H. Pomeroy, 15th September—Manila 14th Sept., Hemp and General—Butterfield & Swire.

TENYO, Japanese str., 7,265, W. C. T. S. Filmer, 14th Sept.—San Francisco via Ports 16th August, General—Toyo Kisen Kaisha.

TIENTSIN, British str., 1,227, F. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.

VESTFOLD, Norwegian str., 1,172, Berfelsen, 15th September—Bangkok 6th September, Rice—China-Siam Steam Nav. Co.

## WUHU, British str., 1,227, A. Luckor, 4th September—Shanghai 31st Aug., General—Butterfield &amp; Swire.

SAILING VESSEL.

ARROW, British barque, 2,971, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

DRUMELTAR, British 4-masted barque, 1,799, Swat, 27th August—Manado 30th July, Ballast—Standard Oil Co.

THE GERMAN MAIL.

The I.G.M. str. Prinz Eitel Friedrich, carrying the German Mail with dates from Berlin of the 24th ultimo, left Singapore on the 16th instant, 3 p.m., and may be expected here tomorrow 3 p.m.

THE INDIAN MAIL.

The Apoor str. Gregory Apoor from Calcutta left Singapore on the 14th instant morning, and may be expected here tomorrow.

The str. Korca sailed from Yokohama 10th instant on route to Hongkong, and is due to arrive at this port on the 23rd inst.

The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. Aldenham left Sydney on the 31st ultimo for Queensland Ports, Manila and this port.

The N.Y.K. str. Nippon Maru (Australian Line) left Thursday Island for this port via Manila on the 15th instant, and is expected here on the 26th instant.

THE CANADIAN MAIL.

The C.P.M. Co. str. Empress of Japan left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

MECHANIC STEAMERS.

The Apoor str. Japan from Shanghai and Kobe left on the 16th instant morning, and may be expected here tomorrow.

The Mogul Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The Bank Line str. Kumera sailed from Yokohama on the 12th instant for Hongkong via ports.

The "Ben" Line str. Benvenne from Middeburg, Antwerp and London left Singapore on the 13th instant for this port.

The N.Y.K. str. Etsu Maru (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 14th instant, and is expected here on the 26th instant.

The N.Y.K. str. Dombay Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 10th instant, and is expected here on the 28th instant.

The O.S.K. str. Seattle Maru left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

STEAMERS PASSED THE CANAL.

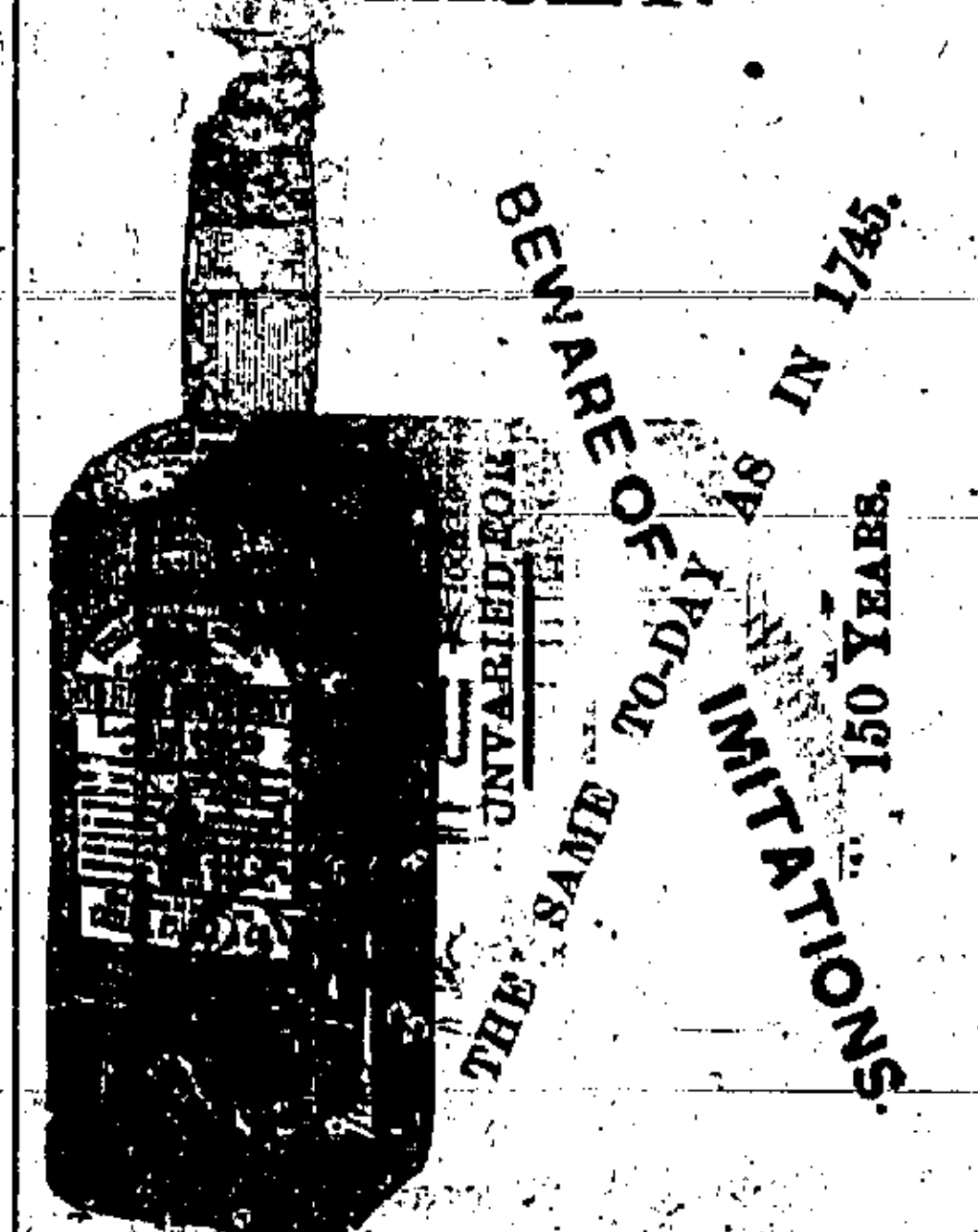
August 26th—C. Ferd. Laeis, Hudson, Nippon, Japan.

August 30th—Benatar, Prima Ethel, Friedrich, Soyo Maru, Wigner, September 2nd—Benatar, China, Keomun, Moyne, Oceanic, Pechavuri, Tongo Maru, Pacific, 6th—Munmouthshire, Theodor, Armenia, 9th—Dorree, Polyestien, Priam, 13th—Aragonia, Asyanaz, Ghazee, Sibiria, York, 16th—Asuta Maru, Cardigan, shire, Dunbar, Japan, Kamo Maru, Laertes, Perseus, Prinz Ludwig, Scandia, Sikh, Wakasa Maru, Wraycastle, Segovia.

ARRIVALS AT HOME.

Sept. 16th—Brazilia, Mackay, Memnon, Arabia, Bithonia.

**NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.**



SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and all other WINE MERCHANTS. [46]

## VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. J. I. Andrew, Mr. R. S. MacDonnell, and servant.

Mr. J. H. Backhouse, Miss K. A. Massey.

Mr. E. Cary, Mr. H. Van Meine.

Mr. A. A. Claxton, Mr. John Meechi.

Mr. M. R. Coleman, Mr. J. R. Minor.

Mr. J. H. Dorian, Mr. A. B. Moulder.

Mr. W. Downie, Mr. and Mrs. F. D. Ebrant.

Mr. and Mrs. H. C. Ebrant.

Mr. H. G. Fisher, Mr. E. H. Hay.

Capt. G. A. Fossath, Mr. E. K. Rodger.

Mr. J. J. Giblin, Mr. H. R. Solomon.

Mr. V. Goulbourne, Mr. and Mrs. A. D. Dr.

Capt. T. P. Hall, Mr. J. Spittles.

Mr. W. Hall, Miss A. Square.

Mr. T. L. Harri, Mr. M. L. Thompson.

Mr. E. W. Hazza, Mr. and Mrs. Thompson.

Mr. A. Heise, Mr. W. W. Trauschold.

Hon. H. P. Heist, Mr. and Mrs. A. V. Walcott.

Dr. S. Hough, Mr. and Mrs. Warwick.

Mr. H. Huan, Mr. H. West.

Miss G. M. Hules, Mr. C. T. White.

Mr. C. M. Jack, Mr. C. T. White.

Mr.



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PER 100

FROM ALL TOBACCONISTS.



## STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, September 8.

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, August 10.	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, August 10.	Dividends
15/ paid	Alor-Pongsu	1.40	25%	2/ fy.	Malacca Ordinary	8.15.0	
2/ fy.	Anglo-Johore			2/ fy.	Mertion Syndicate	7.10	
2/ fy.	Anglo-Malay			2/ fy.	Mount Austin		
2/ fy.	Bakap			2/ fy.	North Hummock		10% int. '03
2/ fy.	Bantong			2/ fy.	Padang Jawa		
2/ fy.	Batu Caves	17.00	35%	2/ fy.	Pandan Johore		
2/ fy.	Batu Kawan			2/ fy.	Pataling	2.6.6	50%
2/ fy.	Batu Tiga	3.10.0		2/ fy.	Pelepah (Johore)	5.12.8	49%
2/ fy.	Berangan Selangor			2/ fy.	Perak		
2/ fy.	Berangan Romak			2/ fy.	Peneiro Est.		
2/ fy.	Do. Ordinary			2/ fy.	Prye		
2/ fy.	Bidor			2/ fy.	Ratanuf		
2/ fy.	Blanda Selangor			2/ fy.	Rembia	10/6 pm	
2/ fy.	Bukit Cih	3.0.0		2/ fy.	Rim		
2/ fy.	Bukit Kajang	2.10.0pm		2/ fy.	R. East of Krian	15.15.0	
2/ fy.	Bukit Mertajam			2/ fy.	R. of Johore	7.10.0	15%
2/ fy.	Bukit Rajah	17.00	150%	2/ fy.	Sagga	3.5.0	75%
2/ fy.	Bukit Selangor	6.0.0		2/ fy.	Selangor		
2/ fy.	Castlefield			2/ fy.	Selat Rubet		
2/ fy.	Changkat Salak R. and Tin.			2/ fy.	Sempah	2.2.6 pm	
2/ fy.	Chersonese	4/3		2/ fy.	Seremban		12 1/2%
2/ fy.	Cheviot			2/ fy.	Serangor	3.10.6	10%
2/ fy.	Chota Rubber	2.6.8	135%	2/ fy.	Signting (N. S.)		
2/ fy.	Cicely Ordinary	2.6.0	140%	2/ fy.	Singapore Para	3.7.6	
2/ fy.	Consol. Preferred	1.9.0	80%	2/ fy.	Singapore (Bertam)	8/	7 1/2%
2/ fy.	Consol. Ordinary	1.7.6	50%	2/ fy.	Strathmore R.		
2/ fy.	Damanara			2/ fy.	Sungei Bahru	5.0.0	
2/ fy.	Dannistown	15/3	15%	2/ fy.	Sungei Choh	19/	32 1/2%
2/ fy.	Enah Selangor			2/ fy.	Sungei Kapar		
2/ fy.	Enah Selangor			2/ fy.	Sungei Krut		
2/ fy.	Gua Kua R. Est.			2/ fy.	Sungei Liang	4.3.4	
2/ fy.	Garing (Malacca)	6.2.6	25%	2/ fy.	Sungei Salak	6.5.0	
2/ fy.	Golden Hope			2/ fy.	Tangkak		
2/ fy.	Gula-Kalumpung	6.5.0	10%	2/ fy.	Third Mile		
2/ fy.	H. and Lowlands	16.10.0	60%	2/ fy.	Tremelby		
2/ fy.	Inch Kenneth			2/ fy.	Utd. Sus Betong		
2/ fy.	Johore Para			2/ fy.	Val d'Or Est	2.5.0	250%
2/ fy.	Johore R. Lands			2/ fy.	Vallambrosa		
2/ fy.	Jong-Lankor			2/ fy.			
2/ fy.	Jura (Ordinary)			2/ fy.			
2/ fy.	K'pong Kuantan			2/ fy.			
2/ fy.	Kamuning "A"	6/ pm		2/ fy.			
2/ fy.	Kamuning "B"			2/ fy.			
2/ fy.	Kapar Para	10.0.0	10%	2/ fy.			
2/ fy.	Kellang			2/ fy.			
2/ fy.	Kempang			2/ fy.			
2/ fy.	Kidlinghall			2/ fy.			
2/ fy.	Kinta Kollas			2/ fy.			
2/ fy.	Klang			2/ fy.			
2/ fy.	Klian-Kollas			2/ fy.			
2/ fy.	Kota Tinggi	3/		2/ fy.			
2/ fy.	Kota Tumpuan			2/ fy.			
2/ fy.	Krubong			2/ fy.			
2/ fy.	Kuala Klang	9.0.0	30% int. '09	2/ fy.			
2/ fy.	Kuala Lumpur			2/ fy.			
2/ fy.	Kuala Pahi	16/3	25%	2/ fy.			
2/ fy.	Kuala Selangor	6.12.6	27 1/2%	2/ fy.			
2/ fy.	Labu	5.0.0 pm	27 1/2%	2/ fy.			
2/ fy.	Lanadon	4.0.0	17 1/2%	2/ fy.			
2/ fy.	Ledbury	2.10.0pm		2/ fy.			
2/ fy.	London			2/ fy.			
2/ fy.	Linggi	2.15.0	50%	2/ fy.			
2/ fy.	London Asiatic	13/6		2/ fy.			
2/ fy.	Lumut Est.	27/6		2/ fy.			
2/ fy.	Madangly Est.			2/ fy.			
2/ fy.	Malacca 7 1/2 Cum. Partici-	8.15.0	10%	2/ fy.			
2/ fy.	pating Pref			2/ fy.			

## INSURANCE

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE  
**OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS AT 31st DECEMBER, 1909  
£19,875,357.

1. Authorized Capital ... £6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500  
II. Fire Funds ... 3,468,136

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE and MARINE at Current Rates.

**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 19th July, 1910.

## DENTISTRY

**DR. M. H. CHAUN.**  
DENTAL SURGEON.  
33, QUEEN'S ROAD CENTRAL.  
1st FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910.

**SIEN TING**  
SURGEON DENTIST.  
No. 10, D'AGUILAN STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905.

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description  
in Stock.Developing and Printing Undertaken.  
Hongkong, 31st July, 1907.

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants.  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shipchangers. Nos. 35 & 37  
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Market). Telephone No. 515.

## AVERAGE MARKET PRICES.

September 16th, 1910.

The Prices are given in Dollar Cents.

Shanghai No. 1 - Best, airloin	20	Shanghai No. 1 - Best, airloin	20
Shanghai No. 2 - Best, airloin	22	Shanghai No. 2 - Best, airloin	22
Shanghai No. 3 - Best, airloin	23	Shanghai No. 3 - Best, airloin	23
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Shanghai No. 80 - Best, airloin	100	Shanghai No. 80 - Best, airloin	100

ung Tai—Perdimious large	7	Tamar, receiving ship, 4,650 tons, 6 guns,
Pan Ti Po Lo—Pineapple	12	Commodore Byres, Hongkong.
Pineapple Cooking only, 2nd	3	Teel, river gunboat, 180 tons, 2 guns, i.h.p. 830.
Tai Tai—Plantains	3	Lieut.-Comdr. R. J. Buchanan, Yangtze.
Luk Yau—Famelo, Amoy	each	Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Chim Lo Luk Yau—Pamelo, Siam	12	Comdr. M. B. Ballie-Hamilton, Yangtze.
San Hop To—Walnuts, Fresh	13	Virago, torpedo-boat destroyer, 395 tons, 6 guns,
Hop To—Walnuts, Green	7	6,300 i.h.p., Lieut.-Comdr. C. E. Lloyd.
Shanghai No. 81—Best, airloin	101	Thomas, Hongkong.
Shanghai No. 82—Best, airloin	102	Waterwharf, surveying ship, 520 tons, 450 i.h.p.
Shanghai No. 83—Best, airloin	103	Lieut.-Comdr. R. L. Hancock, Straits
Shanghai No. 84—Best, airloin	104	Settlements.
Shanghai No. 85—Best, airloin	105	Whiting, torpedo-boat destroyer, 360 tons, 5
Shanghai No. 86—Best, airloin	106	guns, 5,900 h.p., Lieut.-Comdr. G. B.
Shanghai No. 87—Best, airloin	107	Hartford, Hongkong.
Shanghai No. 88—Best, airloin	108	Widgeon, gunboat 195 tons, 2 guns, 800 h.p.
Shanghai No. 89—Best, airloin	109	Lt.-Comdr. M. H. Wilding, Yangtze.
Shanghai No. 90—Best, airloin	110	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.
Shanghai No. 91—Best, airloin	111	Lieut.-Comdr. B. R. Brooke, Yangtze.
Shanghai No. 92—Best, airloin	112	Woodruff, gunboat, 150 tons, 2 guns, 550 h.p.
Shanghai No. 93—Best, airloin	113	Lieut.-Comdr. G. R. A. Mulock, Yangtze.
Shanghai No. 94—Best, airloin	114	Kaiserin Elisabeth, Austrian protected cruiser,
Shanghai No. 95—Best, airloin	115	4,000, Fregattenkapitan Oscar Hanna,
Shanghai No. 96—Best, airloin	116	Northern Waters.
Shanghai No. 97—Best, airloin	117	Panther, third class cruiser, 1,530 tons, Fre-
Shanghai No. 98—Best, airloin	118	gattenkapitan, Theodor Skerf Edl. von
Shanghai No. 99—Best, airloin	119	Solmidsheim.
Shanghai No. 100—Best, airloin	120	FRANCE.
Shanghai No. 101—Best, airloin	121	Achères, armoured gunboat, 1,330 tons, 9 guns,
Shanghai No. 102—Best, airloin	122	1,700 h.p., Lieut. Bertrand, Saigon.
Shanghai No. 103—Best, airloin	123	Alger, 2nd class cruiser, 4,320 tons, 32 guns,
Shanghai No. 104—Best, airloin	124	5,100 h.p.; Commander Fournier, H'kong.
Shanghai No. 105—Best, airloin	125	Alouette, gunboat, 506 tons, 7 guns, 400 h.p.
Shanghai No. 106—Best, airloin	126	Commander Badin, Saigon.
Shanghai No. 107—Best, airloin	127	Argus, river gunboat, 180 tons, 6 guns, 570 h.p.
Shanghai No. 108—Best, airloin	128	Lieut. Audouard,
Shanghai No. 109—Best, airloin	129	Baionnette, gunboat.
Shanghai No. 110—Best, airloin	130	Cimetière, gunboat, 140 tons, Reserve, Saigon.
Shanghai No. 111—Best, airloin	131	Caracarde, gunboat, 184 tons, Reserve, Saigon.
Shanghai No. 112—Best, airloin	132	Dodds, gunboat, 830 tons, 10 guns, 800 h.p.
Shanghai No. 113—Best, airloin	133	Lieut. La Lanza, Haiphong.
Shanghai No. 114—Best, airloin	134	Dupleix, armoured cruiser, 7,578 tons, 26 guns,
Shanghai No. 115—Best, airloin	135	17,000 h.p.
Shanghai No. 116—Best, airloin	136	Dessir, armoured cruiser, 7,373 tons, 26 guns,
Shanghai No. 117—Best, airloin	137	17,000 h.p.
Shanghai No. 118—Best, airloin	138	D'Harville gunboat.
Shanghai No. 119—Best, airloin	139	Eaton, gunboat, 741 tons, Reserve, Haiphong.
Shanghai No. 120—Best, airloin	140	Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut.
Shanghai No. 121—Best, airloin	141	Combar, Saigon.
Shanghai No. 122—Best, airloin	142	Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.
Shanghai No. 123—Best, airloin	143	800 h.p.
Shanghai No. 124—Best, airloin	144	Honr. Bédier, river gunboat, 150 tons, 6 guns
Shanghai No. 125—Best, airloin	145	152 h.p., Haiphong.
Shanghai No. 126—Best, airloin	146	Lynx, sub-marine, 70 tons, 8 h.p., Lieut. Marra,
Shanghai No. 127—Best, airloin	147	Saigon.
Shanghai No. 128—Best, airloin	148	Montcalm, armoured cruiser, (flagship) 9,367
Shanghai No. 129—Best, airloin	149	tons, 36 guns, 10,900 h.p., Rear Admiral de
Shanghai No. 130—Best, airloin	150	la Croix de Castries (Commander-in-
Shanghai No. 131—Best, airloin	151	Chief).
Shanghai No. 132—Best, airloin	152	Manche, surveying-ship, 1,625 tons, 10 guns,
Shanghai No. 133—Best, airloin	153	800 h.p., Commander Bagot de la Touche,
Shanghai No. 134—Best, airloin	154	Saigon.
Shanghai No. 135—Best, airloin	155	Mongkut, destroyer, 300 tons, 7 guns, 6,200
Shanghai No. 136—Best, airloin	156	h.p., Commander de la Roche Raudrauf,
Shanghai No. 137—Best, airloin	157	Saigon.
Shanghai No. 138—Best, airloin	158	Oiky, river gunboat, 170 tons, 6 guns, 500 h.p.,
Shanghai No. 139—Best, airloin	159	Lieut. de Maindreville, Upper Yangtze.
Shanghai No. 140—Best, airloin	160	Paiho, river gunboat, 130 tons, 4 guns, 220 h.p.,
Shanghai No. 141—Best, airloin	161	Lieut. Paooh, Tengku.
Shanghai No. 142—Best, airloin	162	Parle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-
Shanghai No. 143—Best, airloin	163	nier, Saigon.
Shanghai No. 144—Best, airloin	164	Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p.,
Shanghai No. 145—Best, airloin	165	Lieut. Mortenol, Hongkong.
Shanghai No. 146—Best, airloin	166	Protos, sub-marine, 70 tons, 60 h.p., Lieut.
Shanghai No. 147—Best, airloin	167	Morris, Saigon.
Shanghai No. 148—Best, airloin	168	Redontable, battleship (reserve), 3,330 tons—
Shanghai No. 149—Best, airloin	169	87 guns, 6,200 h.p., Capt. Dronet, Saigon.
Shanghai No. 150—Best, airloin	170	Styx, armoured gunboat, 1,300 tons, 8 guns
Shanghai No. 151—Best, airloin	171	1,600 h.p., Lieut. Seriot, Saigon.
Shanghai No. 152—Best, airloin	172	Takon, destroyer, 280 tons, 6 guns, 5,600 h.p.,
Shanghai No. 153—Best, airloin	173	In Reserve, Saigon.
Shanghai No. 154—Best, airloin	174	Vauhan, torpedo-depot, Commander Mortenol.
Shanghai No. 155—Best, airloin	175	Vigilant, torpedo-depot, Lieut. Bihal, Cap-
Shanghai No. 156—Best, airloin	176	Saint-Jacques.
Shanghai No. 157—Best, airloin	177	Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.
Shanghai No. 158—Best, airloin	178	Lieut. Dumonlin, Sikiang.
Shanghai No. 159—Best, airloin	179	OBAMAN.
Shanghai No. 160—Best, airloin	180	Arcona, cruiser, 2,719 tons, Captain von Hipper
Shanghai No. 161—Best, airloin	181	Amoy.
Shanghai No. 162—Best, airloin	182	Idia, gunboat, 1,000 tons, 10 guns, 1,300 h.p.
Shanghai No. 163—Best, airloin	183	Captain Lenz.
Shanghai No. 164—Best, airloin	184	Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p.
Shanghai No. 165—Best, airloin	185	Captain Graf von Posadowski-Wehner.
Shanghai No. 166—Best, airloin	186	Leipzig, cruiser, Captain Engel.
Shanghai No. 167—Best, airloin	187	Loch, gunboat, 850 tons, 10 guns, 1,344 h.p.
Shanghai No. 168—Best, airloin	188	Captain Bülten.
Shanghai No. 169—Best, airloin	189	Lotharhorst, armoured cruiser (flagship),
Shanghai No. 170—Best, airloin	190	11,420 tons, 52 guns, 28,000 h.p., Kapitän
Shanghai No. 171—Best, airloin	191	Zur See Mass.
Shanghai No. 172—Best, airloin	192	Taku, destroyer, 230 tons, 4 guns, and 2 torped-
Shanghai No. 173—Best, airloin	193	boats, 8,000 h.p., Kommandant Kolb
Shanghai No. 174—Best, airloin	194	(Hann) Bertram.
Shanghai No. 175—Best, airloin	195	Torpedo boat "Sgo," Kapitän Leut. Hayden.
Shanghai No. 176—Best, airloin	196	Tiger, gunboat, 550 tons, 10 guns, 1,900 h.p.,
Shanghai No. 177—Best, airloin	197	Captain Kato.
Shanghai No. 178—Best, airloin	198	Tainan, gunboat, 170 tons, 5 guns, 1,300 h.p.,
Shanghai No. 179—Best, airloin	199	Captain Ross.
Shanghai No. 180—Best, airloin	200	Vietland, gunboat, — tons, 3 guns, 500 h.p.
Shanghai No. 181—Best, airloin	201	Captain Tonnait.
Shanghai No. 182—Best, airloin	202	ITALIAN.
Shanghai No. 183—Best, airloin	203	Calabria, protected cruiser, 2,423 tons, 23 guns,
Shanghai No. 184—Best, airloin	204	4,000 h.p., Capitano Maria Casanova di
Shanghai No. 185—Best, airloin	205	Jerzerob.
Shanghai No. 186—Best, airloin	206	Paglia, proposed cruiser, 2,493 tons, 26 guns,
Shanghai No. 187—Best, airloin	207	7,000 h.p., Capitano Cassini Vignati Mar-
Shanghai No. 188—Best, airloin	208	ches Lorenz.
Shanghai No. 189—Best, airloin	209	PORTUGUESE.
Shanghai No. 190—Best, airloin	210	Patris, gunboat, 700 tons, Captain J. A. Fre-
Shanghai No. 191—Best, airloin	211	reira D. Amelia, cruiser, 1,800 tons, Captain
Shanghai No. 192—Best, airloin	212	C. Lima.
Shanghai No. 193—Best, airloin	213	Vasco da Gama, cruiser, 3,030 tons, Captain
Shanghai No. 194—Best, airloin	214	Augusto Jose de Almeida.
Shanghai No. 195—Best, airloin	215	UNITED STATES.
Shanghai No. 196—Best, airloin	216	Barry, destroyer, 420 tons, Ens. Edmund S.
Shanghai No. 197—Best, airloin	217	Root, Cavite.
Shanghai No. 198—Best, airloin	218	Calder, gunboat, 243 tons, Ens. J. B. Morrison
Shanghai No. 199—Best, airloin	219	Hongkong.
Shanghai No. 200—Best, airloin	220	Chanceux, destroyer, 420 tons, Ens. I. N.
Shanghai No. 201—Best, airloin	221	McNair, Cavite.
Shanghai No. 202—Best, airloin	222	Chattanooga, cruiser, 3,200 tons, Commander
Shanghai No. 203—Best, airloin	223	John D. Mac Donald, Shanghai.
Shanghai No. 204—Best, airloin	224	Cleveland, cruiser, 3,200 tons, Commander
Shanghai No. 205—Best, airloin	225	Hugh Rodman, Shanghai.
Shanghai No. 206—Best, airloin	226	Charles-on, battle-ship (flagship), 9,703 tons,
Shanghai No. 207—Best, airloin	227	58 guns, 21,000 h.p., Comdr. John H.
Shanghai No. 208—Best, airloin	228	Gibbins Shanghai.
Shanghai No. 209—Best, airloin	229	Dale, 3rd class cruiser, 1,000 tons, Lieut. Herbert H.
Shanghai No. 210—Best, airloin	230	Michael, Cavite.
Shanghai No. 211—Best, airloin	231	Doover, cruiser, 3,200 tons, Comdr. Edward E.
Shanghai No. 212—Best, airloin	232	Cagohart, Shanghai.
Shanghai No. 213—Best, airloin	233	Galveston, cruiser, 3,200 tons, Commander
Shanghai No. 214—Best, airloin	234	John A. Hoogeboom, Manila.
Shanghai No. 215—Best, airloin	235	Holmes gunboat, 1,892 tons, Comdr. Reuben
Shanghai No. 216—Best, airloin	236	O. Bider, Shanghai.
Shanghai No. 217—Best, airloin	237	Mohican (station ship), Commander G. R.
Shanghai No. 218—Best, airloin	238	Edsallbury.
Shanghai No. 219—Best, airloin	239	Monsey, monitor, 4,000 tons, Lt. D. W. Todd
Shanghai No. 220—Best, airloin	240	Olivero.
Shanghai No. 221—Best, airloin	241	Panaylvaux, armoured cruiser, 19,630 tons,
Shanghai No. 222—Best, airloin	242	Capt. A. Ward, Cruising.
Shanghai No. 223—Best, airloin	243	Rainbow (Rear-Admiral Hemphill's flagship),
Shanghai No. 224—Best, airloin	244	Comdr. E. E. Wright, Shanghai.
Shanghai No. 225—Best, airloin	245	Villalobos, gunboat, 370 tons, Lt. A. Andrews
Shanghai No. 226—Best, airloin	246	Hongkong.
Shanghai No. 227—Best, airloin	247	Wilmington, gunboat, 1,300, Comdr. Edward
Shanghai No. 228—Best, airloin	248	Lloyd, Hongkong.
Shanghai No. 229—Best, airloin	249	Anyah, monitor, Lieut.-Comdr. Mat H.
Shanghai No. 230—Best, airloin	250	Siguer.
Shanghai No. 231—Best, airloin	251	Mindoro, gunboat, Lieut. George M. Baym
Shanghai No. 232—Best, airloin	252	Paraguay, gunboat, Ensign Roy L. Lowman
Shanghai No. 233—Best, airloin	253	Samar, gunboat, Ensign W. C. I. Stiles
Shanghai No. 234—Best, airloin	254	Bainbridge, destroyer, 7 guns and 2 torped-
Shanghai No. 235—Best, airloin	255	boats, Ensign Lloyd W. Townsend.
Shanghai No. 236—Best, airloin	256	Porpoise, 125 tons, 100 h.p., Ens. Keene
Shanghai No. 237—Best, airloin	257	Whiting.
Shanghai No. 238—Best, airloin	258	Shark, 125 tons, 160 h.p. Ensign Theodore G.
Shanghai No. 239—Best, airloin	259	Ellyson.

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-ROBERTS,  
Secretary, Sanitary Board.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Com. A. Lowndes, Nagasaki.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Colombo.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt., Captain H. L. P. Heard, Hongkong.

Cherub, water-tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,403, Comdr. C. T. Borrett, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. C. E. Lloyd Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Port Hamilton.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. Guy, V.C., Weihaiwei.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Monroe, Weihaiwei.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,700 h.p., Lt.-Comdr. G. O. Heathcote, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S.-St. J. Farguhar, Weihaiwei.

Kinshard, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. B. Lyne, Yangtze.

Medea, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Capt. F. C. Learmonth, Kuda, B. N. Borneo.

Minotaur, armoured cruiser (flagship) Virago, Master, Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Port Hamilton.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. L. E. Power, M.V.O., Port Hamilton.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.

Nightingale, river gunboat 85 tons, 240 h.p., Lt.-Comdr. Claude Hillierden-Woodward, H.N., Yangtze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. E. Stevenson, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. W. C. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. B. Southby, Canton.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Barlow, R.N., Hongkong.







## SHIPPING.

## ARRIVALS.

AQUIN, German str., 1,600, C. Kumpel, 18th Sept.—Bangkok 9th via Swatow 17th Sept., Rice and Meal—Butterfield & Swire.  
 HONGKONG BRITISH str., 17th September—Canton.  
 HING WO, British str., 2,517, H. Brown, 18th Sept.—Shanghai 20th Sept., General—Butterfield & Swire.  
 CHUEN, Chinese str., 17th Sept.—Canton.  
 CHOSUN MARU, Japanese str., 1,301, T. Yamaguchi, 18th Sept.—Shanghai 11th Sept., General—Osaka Shosen Kaisha.  
 FINTSHEIM, British str., 2,647, G. E. Cundy, 17th Sept.—London via Singapore 12th Sept., General—Jardine, Matheson & Co.  
 ERI, German str., 17th September—Canton.  
 HARMON, British str., 641, S. E. Stewart, 17th September—Swatow 16th Sept., General—Douglas, LaPrade & Co.  
 KAITAN, British str., 1,185, J. W. Evans, 18th Sept.—Coast Ports 17th Sept., General—Douglas, LaPrade & Co.  
 HALDIS, Norwegian str., 1,065, Söberg, 18th Sept.—Bangkok 10th September, Rice—Agnard, Thorsen & Co.  
 HONGKONG, French str., 739, A. Corneliussen, 18th September—Haiphong 14th Sept., General—A. B. Mart.  
 HSIN CHANG, Chinese str., 18th Sept.—Canton.  
 INVERBEEK, British str., 3,205, A. H. Smith, 16th Sept.—New York 20th July, General—Jardine, Matheson & Co.  
 JOHANNES, German str., 18th Sept.—Canton.  
 KAITONG, British str., 960, J. W. Evans, 17th Sept.—Cebu 13th Sept., General—Butterfield & Swire.  
 KWAN, Chinese str., 1,536, E. H. Pratt, 17th Sept.—Shanghai 14th September, General—C. M. S. N. Co.  
 LOKSANG, British str., 17th Sept.—Canton.  
 NO. 3 KERON, Japanese str., 3,778, T. Takai, 17th Sept.—Mojil 11th Sept., Coal—Order.  
 SAMSEN, German str., A. B. Peterson, 18th Sept.—Bangkok 11th Sept., General—Norddeutscher Lloyd.  
 SUNGKIANG, British str., 937, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.  
 TAIAN MARU, Japanese str., 1,520, T. Uchiyama, 17th Sept.—Maroran 2nd September, Coal—Hughes & Hong.  
 DEPARTURES.  
 17th September.  
 DELTA, British str., for Europe, &c.  
 HSIN CHANG, Chinese str., for Canton.  
 MONGOLIA, American str., for San Francisco.  
 OMURO MARU, Japanese str., for Dairen.  
 PATHAN, British str., for Shanghai.  
 ST. ALBANS, British str., for Australia.  
 ZAFIRO, British str., for Manila.  
 18th September.  
 ANAMBA, British str., for Singapore.  
 DAJUN MARU, Japanese str., from Swatow.  
 FAUSANG, British str., for Saigon.  
 FRI, Norwegian str., from Nowehwang.  
 LINAR, British str., for Shanghai.  
 RYGA, Norwegian str., for Manila.  
 SINGAN, British str., for Hothow.

## SHIPPING REPORTS.

The German str. *Semen* reports: Rough squally weather.  
 The British str. *Chung Wo* reports: Mod. winds and showery.  
 The British str. *Kaifong* reports: Clear and fine weather, light N.E. winds.  
 The British str. *Inverbeek* reports: Good weather throughout the passage.  
 The Chinese str. *Kwangtai* reports: Mod. N.E. wind and dull rainy weather.  
 The British str. *Italian* reports: Had fresh N.E. breeze, overcast heavy showers.

## VESSELS IN DOCK.

September 16th.  
 TAIKOO DOCK.—*Union*, *Demeter*, *Tenyo Maru*, *Yunan*, *Sungkiang*.

## PASSENGERS.

ARRIVED.  
 For *Haitan*, from Coast Ports, Mr. R. Mudie, Miss Phillips, Mr. Luyke and Mr. Chew.  
 For *Fintshire*, from London, &c., Mr. G. F. Nightingale, Mrs. Wilks and Mrs. Howard.

## DEPARTED.

For *Zafiro*, for Manila, Mr. H. R. Hare, Mr. E. W. Adams, Mr. M. Barnshaw, Mr. F. K. Lindsey, Mr. G. M. Mearns, Mr. M. Lopez, Mrs. Vail, Mrs. Bliss, Messrs. G. A. Prestice, E. Stebenschein, A. J. de Souza, Pablo Razon, Ali Mohammed, Ali Mohammed, Sharf Deen, A. Bur and L. O. Hibbard.  
 For *Mongolia*, for San Francisco, Mr. Fred Toas, Mr. B. Yen, Mr. H. L. K. Henriques, Mr. H. Witkamp, Dr. C. V. Watts, Mr. N. R. Crum Ewing, Mr. C. Curries, Rev. and Mrs. G. Gillies and infant, Miss K. Gillies, Mr. and Mrs. E. H. Barnett, Mr. F. Willard, Mr. J. Vial, Mrs. G. Morton, Master Morton, Miss F. Morton, Mr. W. E. Hammond, Mr. John Long, Mrs. M. F. Imeson, Mr. and Mrs. W. M. Milne, Mr. and Mrs. S. Leland, Miss F. Leland, Mr. and Mrs. Lasso Taft Stoddard, Mr. and Mrs. E. J. Huxtable, Mr. and Mrs. H. Kay, Mrs. S. L. Gressinger, Miss A. N. Miller, Miss L. M. Stonehart, Mr. and Mrs. F. L. Alles, Mrs. T. G. Norris, Mrs. J. C. Herndon, Miss F. Herndon, Mr. and Mrs. C. E. Horn, Mr. and Mrs. B. A. Packard, Mrs. A. M. Wilkinson, Mrs. M. B. Edgewise, Mrs. C. W. Roberts, Misses S. F. Rush, L. M. Porter, H. L. Leszynsky, Hattie L. Leszynsky, E. M. Palmer, Mr. F. H. Stamm, Mr. A. Ganz, Dr. S. S. Crow, Mrs. W. Hunsdon, Mrs. A. F. Rosenheim, Mrs. A. P. Witmar, W. G. Hunsdon, Mr. I. L. Leszynsky, Mr. F. E. Eldred, Mrs. W. G. Shoffer, Miss V. Shoffer, Miss H. Priestman, Miss M. E. Sally, Miss K. Minor, Miss J. Imeson, Mr. and Mrs. B. R. Hubbard, Miss M. Boesch, Mrs. J. Griffith, Miss M. C. McGinnis, Mrs. C. A. Howard, Mrs. F. A. Jessurun, Miss T. A. Gibbs, Mr. and Mrs. E. Buttolph, Mr. and Mrs. G. T. Stamm, Miss F. Stamm, Mr. R. Y. McBride, Mrs. E. Hottel, Mrs. C. H. Menzies, Mr. G. I. Peoples, Mrs. C. Hellyer, Mrs. I. A. Noxon, Mrs. Wm. Arlington, Miss I. M. Fountain, Mrs. C. M. Eln, Mrs. R. H. McLean, Miss C. Botcher, Miss L. Wilson, Mr. and Mrs. J. E. Dunbar, Dr. and Mrs. C. Watson, Mr. and Mrs. C. Rabb, Mrs. W. T. Gillis, Miss M. E. Nash, Miss N. Hammond, Mrs. M. L. White, Mrs. J. Sanders, Mr. C. H. Nash, Mr. H. Hibbard, Mr. R. W. Gillis, Mr. and Mrs. C. A. Brant, Mrs. N. C. Stoddard, Mr. E. Wilcox, Mr. and Mrs. P. O. Olds, Mr. and Mrs. B. Goodrich, Mr. and Mrs. A. Roth, Mrs. D. M. Jones, Mr. and Mrs. F. D. Lauterman, Mr. and Mrs. N. P. Newell, Dr. R. S. Pedder, Mr. J. J. Connors, Mr. G. W. Hart, Mrs. W. L. Ball, Miss N. E. Vail, Miss M. R. Vail, Mr. and Mrs. S. M. Cohn, Miss T. Fucard, Dr. H. W. Coo, Mr. Robt. Clary, Mr. M. A. Kite, Mr. and Mrs. S. H. Warren, Miss E. Warren, Master S. Warren, Mr. and Mrs. T. Arima, Mr. H. R. Miller, Mrs. A. L. de Sues, Mr. J. M. Lopes, Mr. Anglo, Mr. Photis and Mrs. S. Mackay.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

## TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamer to	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO	1 P.M. SATURDAY	MARSEILLES & LONDON	SATURDAY	FRIDAY
DELHI .....	February 4	MANTUA .....	March 4	March 10
ARCADIA .....	February 18	MALWA .....	March 18	March 24
ASSAYE .....	March 4	MACEDONIA 10500	April 1	April 7
MARMORA .....	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA .....	April 1	MOLDAVIA .....	April 29	May 5
DELHI .....	April 15	MONGOLIA .....	May 13	May 19
ASSAYE .....	April 29	MOREA .....	May 27	June 2
DELTA .....	May 13	MOOLTAN .....	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.  
 FARES TO LONDON (Including Surtax):  
 1st SALOON \$71.10 SINGLE, \$106.14 RETURN.  
 2nd " \$48.8 " \$72.2  
 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRAMP) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.  
 PROPOSED SAILINGS:

STEAMERS	Leave	Due
to	HONGKONG	LONDON
* SUNDIA .....	January about 25	March about 11
* NUBIA .....	February 8	March 25
* SYRIA .....	March 8	April 24
* NOHE .....	March 22	May 8
* PALAWAN .....	April 5	May 22
* BORNEO .....	April 19	June 5
* SICILIA .....	May 3	June 19
* SUMATRA .....	May 31	July 17
* NILE .....	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.  
 FARES TO LONDON (Including Surtax):  
 1st SALOON \$55.0 SINGLE, \$82.10 RETURN.  
 2nd " \$38.10 " \$57.4  
 Carry 1st and 2nd Saloon Passengers.  
 For further Particulars, apply to—  
 E. A. HEWETT,  
 SUPERINTENDENT.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. &amp; SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC .....	6,232	F. S. Cowley .....	27th September.
* KUMERIC .....	6,232	G. B. McGill .....	20th October.
* AYMERIC .....	4,362	J. Boyd .....	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
 \* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.  
 Hongkong, 9th September, 1910.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SAT., 8th Oct.	"EMPERESS OF IRELAND" FRI., 4th Nov.
"EMPERESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
	From St. John, N.B.
"EMPERESS OF INDIA" SAT., 19th Nov.	"EMPERESS OF BRITAIN" FRI., 16th Dec.
"EMPERESS OF JAPAN" SAT., 17th Dec.	"ALLAN LINE" FRIDAY, 13th Jan.
"EMPERESS OF CHINA" SAT., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.  
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate on Steamers ..... \$43 ..... \$45.  
 1st Class Railway .....  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.  
 R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, General Traffic Agent for China,  
 Corner Foller Street and Praya, opposite Blake Pier

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIC" Capt. Solier	On 26th Sept., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 27th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Rebuffat	On 10th Oct., P.M.
MARSEILLES VIA PORTS	"V. DE LA CIGOTAT" Capt. Barillon	On 11th Oct., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—  
 P. THOMAS, AGENT,  
 Queen's Building.  
 Hongkong, 14th September, 1910.

## NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	5,050	Tuesday, 20th Sept., at 9 A.M.
YOKOHAMA & KOBE	"COBLENZ" Capt. H. RABENHUTER	6,750	About 20th September
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. H. FORMES	16,900	Thursday, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITELFRIEDRICH" Capt. E. FROCH	16,000	About 21st Sept.
MANILA, ANGAUR, TAT, NEWGUINEA, PEISBAND, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RABENHUTER	6,750	Saturday, 8th Oct., at Daylight

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELOCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 16th September, 1910.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINCESS ALICE" - 20,300	-	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW" - 17,300	-	ON APRIL 5TH.
Capt. —		
"KLEIST" - 17,000	-	ON APRIL 19TH.
Capt. O. PAHRKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

\* Fitted with Wireless Telegraphy.  
 Early booking recommended.  
 For Particulars, apply to

MELOCHERS & Co.,  
 GENERAL AGENTS.  
 Hongkong, 15th September, 1910. [1062]

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY  
 STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
 THE Company's Steamship  
 "AUSTRIA"  
 Captain Baichow, will leave for the above places TO-DAY, the 19th inst., at Noon.  
 This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards.  
 For Freight or Passage, apply to  
 SANDER, WIELER & Co., Agents,  
 Princes' Building.  
 Hongkong, 19th September, 1910. [3]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the Brazils to SOUTH AMERICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).  
 THE Company's Steamship  
 "VORWAERTS"  
 Captain Bodnarz, will be despatched as above on THURSDAY, the 29th Sept.  
 This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
 For information as to Passage and Freight apply to  
 SANDER, WIELER & Co., Agents,  
 Princes' Building.  
 Hongkong, 31st August, 1910. [3]

## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.  
 THE Steamship  
 "SUVERIC"  
 FROM HONGKONG,  
 ON TUESDAY, THE 27TH SEPTEMBER, FOR VANCOUVER DIRECT.  
 To be followed by  
 KUMERIC ..... 20th Oct.  
 AYMERIC ..... 20th Nov.  
 SUVERIC ..... 15th Dec.  
 OCEANO ..... 17th Jan. 1911.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.  
 For further information regarding rates of freight, etc., apply to  
 CANADIAN PACIFIC RAILWAY CO.,  
 Hongkong.  
 Hongkong, 14th September, 1910. [1057]

ON SALE.  
 A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver  
 FROM 1893 TO 1905;  
 ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.  
 PRICE: \$1 Cash.  
 On Sale at the "DAILY PRESS" Office, or Local Booksellers.

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.  
 FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship  
 "OARNARVONSHIRE"  
 Captain Gregory, will be despatched as above on or about the 17th September.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd., Agents,  
 Hongkong, 31st August, 1910. [999]

## NOTICES TO CONSIGNEES

S.S. "YARRA."  
 COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.  
 CONSIGNEES OF Cargo from London, ex s.s. "Cordouan" and "Dordogne" from Bordeaux ex s.s. "Leroy" and "Lafayette" in connection with above Steamers, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
 Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.  
 Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 19th inst., at Noon, will be subject to rent and landing charges.  
 All claims must be sent in to me on or before the 20th inst., or they will not be recognised.  
 All damaged packages will be examined on the 19th inst., at 3 p.m.  
 No Fire Insurance has been effected.  
 P. THOMAS, Agent.  
 Hongkong, 13th September, 1910. [2]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

From BOMBAY, COLOMBO AND SINGAPORE.  
 Consignees of Cargo, the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
 This vessel brings on Cargo—  
 From London, &c., ex s.s. "India."  
 From Australia ex s.s. "Marmora."  
 From Calcutta ex s.s. "Sicilia."  
 From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.  
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
 Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.  
 No Fire Insurance will be effected by me in any case whatever.  
 Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.  
 E. A. HEWETT, Superintendent.  
 Hongkong, 14th August, 1910. [1]

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
 S.S. "PATHAN"  
 FROM GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Heile's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.  
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.  
 All Claims against the Steamer must be presented to the Undersigned on or before the 15th Oct., or they will not be recognised.  
 All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 2.30 p.m.  
 No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.  
 Hongkong, 16th September, 1910. [1068]

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.  
 SPECIAL BLEND WHISKY.  
 SHIPPERS:  
 Gutler, Palmer & Co., London.  
 AGENTS:  
 SIEMSEN & CO.,  
 HONGKONG.



# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	CANDIA ..... Capt. W. R. Hickey	Light 22nd Sept.	Freight only
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	..... Capt. C. R. Longden, R.N.E.	About 22nd Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI ..... Capt. G. W. Gordon, R.N.E.	Noon, 1st Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA ..... Capt. D. C. Gregor, R.N.E.	About 5th Oct.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,  
Superintendent

Hongkong, 19th September, 1910

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
PUKOW	"TIENSIN"	On 19th Sept., Noon.
MANILA, ILOILO & CEBU	"TAMING"	On 19th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"YUNNAN"	On 20th Sept., Noon.
ILOILO & CEBU	"KAIFONG"	On 21st Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd Sept., 4 P.M.
CHEFOO & TIENSIN	"KUEICHOW"	On 25th Sept., 4 P.M.

MANILA, ZAMBOANGA, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS. BANE, SYDNEY & MELBOURNE

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36  
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENSIN via WEIHAIWEI	"CHEONGHING" Tuesday 20th Sept., Noon	
SHANGHAI	"LOHSANG" Tuesday, 20th Sept., Noon	
SINGAPORE, PENANG & CALCUTTA	"LAISANG" Tuesday, 20th Sept., Noon	
MANILA	"YUENSANG" Friday, 23rd Sept., 4 P.M.	
SHANGHAI, KOBE & MOJI	"LOONGSANG" Friday, 30th Sept., 4 P.M.	
SHANGHAI	"KUTSANG" Tuesday, 4th Oct., Noon	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER

Hongkong 19th September, 1910

# DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SAWTOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN" .....	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.
"HAIYANG" .....	Capt. A. E. Hodgins	FRIDAY, 23rd Sept., at 10 A.M.
"HAICHING" .....	Capt. W. C. Passmore	TUESDAY, 27th Sept., at 10 A.M.

For SWATOW AND RETURN.

Occupying 3 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN" .....	Capt. H. Stewart	WED'DAY, 21st Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 19th September, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"RUBOMA" .....	On 1st October.
COPENHAGEN	"TRANQUEBAR" .....	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM" .....	On 6th December.

For Further Particulars apply to

MELOHERS &amp; CO., AGENTS.

Hongkong, 17th September, 1910.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. C. FERD. LABISZ	25th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SUEVIA	4th Nov.
S.S. WESTPHALIA	17th Nov.
S.S. ARABIA	18th Nov.
S.S. SCANDIA	1st Dec.
S.S. BRISGAVIA	16th Dec.
S.S. SLAVONIA	30th Dec.

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. AMBRIA	4th Oct.
FOR HAVRE, HAMBURG & ANTWERP:	
S.S. BADENIA	6th Oct.
FOR HAVRE & HAMBURG:	
S.S. ALESIA	13th Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. C. FERD. LABISZ	21st Oct.
FOR ROTTERDAM, HAVRE & ANTWERP:	
S.S. BELGRAVIA	2nd Nov.
FOR HAVRE & HAMBURG:	
S.S. ARMENIA	6th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th September, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA.

HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid Feb., 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

403

Hongkong, 1st September, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. E. E. Cope	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. E. Takeda	7,000	WED'DAY, 12th Oct., at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKO. HAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tanaka	5,000	THURSDAY, 29th September
KOBE and YOKOHAMA	TANGO MARU Capt. A. Christiansen	8,000	THURSDAY, 29th Sept., at 5 P.M.

† Fitted with New System of Wireless Telegraphy. † Cargo only. • Carries Deck Passengers.

# CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Ali Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

CLASS \$120 \$110 \$100 \$90

\$ 80 \$ 70 \$ 60 \$ 50

With Option of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &amp;c., apply at

T. KUSUMOTO,

MANAGER.

Hongkong, 7th September, 1910.



# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Bodger	Manila	On 24th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 1st Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 5th September, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 17th September, 1910.

[16]

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon
	"SEATTLE MARU" Capt. T. Sato	6,182	WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. YAMAGUCHI	THURSDAY, 22nd Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

703

MANAGER

# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East—

16, DES VŒUX ROAD, HONGKONG.

Japan Office—

32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD., BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

[537]



# GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

## BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-2]

### POST OFFICE-NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Prins Eitel Friedrich*, with the German mail of the 24th ult., left Singapore on Friday,  
the 16th inst., at 3.00 p.m., and may be expected here to-morrow, at about 5.00 p.m.  
The *Budow*, with the Siberian mail, is due to arrive here to-morrow.

FOR	PER	DATE
Tientsin	Pukow	Monday, 19th, 11.00 A.M.
Shanghai, Yokohama and Kobe	Austria	Monday, 19th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE		
Bangkok	Chongkai	Monday, 19th, 11.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Flintshire	Monday, 19th, 3.00 P.M.
Macao	Sui Tai	Monday, 19th, 1.15 P.M.
Manila, Iloilo and Cebu	Tamung	Monday, 19th, 3.00 P.M.
Kadut and Sandakan	Borneo	Tuesday, 20th, 8.00 A.M.
Swatow, Amoy and Foochow	Malan	Tuesday, 20th, 9.00 A.M.
Swatow, Amoy and Shanghai	Yunnan	Tuesday, 20th, 11.00 A.M.
Weihsui and Tientsin	Cheongching	Tuesday, 20th, 11.00 A.M.
Singapore, Penang and Calcutta	Lohang	Tuesday, 20th, 11.00 A.M.
Shanghai	Lohang	Tuesday, 20th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 20th, 1.15 P.M.
Singapore, Penang and Colombo	Carnarvonshire	Tuesday, 20th, 3.00 P.M.
Swatow	Kaiman	Wednesday, 21st, 9.00 A.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	Wednesday, 21st, 10.00 A.M.

EUROPE, &C, INDIA VIA TUTICORIN...  
(Late Letters 11.00 A.M. to 11.30 Extra  
Postage 10 cents)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Macao	Sui Tai	Wednesday, 21st, 1.15 P.M.
Iloilo and Cebu	Kaifong	Wednesday, 21st, 3.00 P.M.
Singapore, Penang and Colombo	Candia	Wednesday, 21st, 5.00 P.M.
Macao	Sui Tai	Thursday, 22nd, 1.15 P.M.
Shanghai	Chingha	Thursday, 22nd, 3.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 23rd, 9.00 A.M.
Macao	Sui Tai	Friday, 23rd, 1.15 P.M.
Manila	Yuenang	Friday, 23rd, 3.00 P.M.
Manila	Rubi	Saturday, 24th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
HONOLULU & SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Macao	Sui Tai	Saturday, 24th, 1.15 P.M.
Choofoo and Tientsin	Aueichow	Sunday, 25th, 9.00 A.M.
Swatow, Amoy and Foochow	Hueiching	Tuesday, 27th, 9.00 A.M.

EUROPE, &C, INDIA VIA TUTICORIN...  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Manila	Loongsang	Friday, 30th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Changshu	Friday, 30th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
SHIMIDZU, YOKOHAMA, HONOLULU, AND  
SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Shanghai, Kobe and Moji	Kutsang	Tuesday, 4th, 11.00 A.M.
Manila, Angaur, Yap, Friedrich Wilhelm- shafen, Rabaul, Simpsonhafen, Horbert- shohe, Metapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Coblenz	Friday, 7th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
VICTORIA AND VANCOUVER (B.O.)  
SIBERIAN MAIL TO EUROPE

TELEGRAPHIC ADDRESS:  
MARINEWORK

TELEPHONE:  
Office 358, Works 254.

## WILLIAM C. JACK & CO., LTD.,

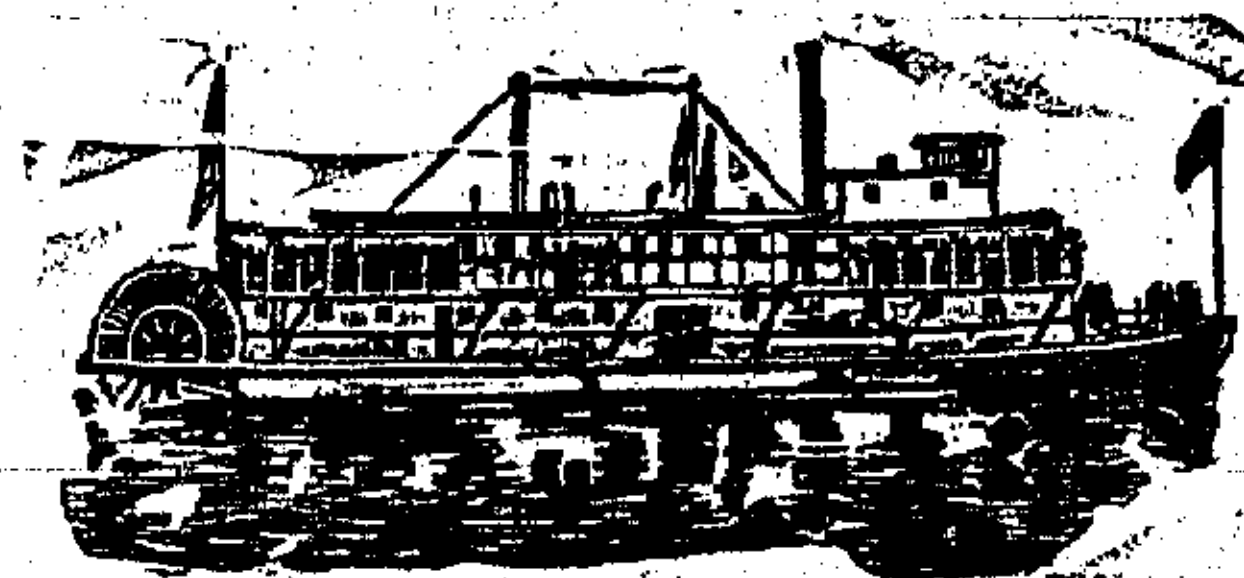
ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or  
make a better mousetrap than his neighbor, though he build his house  
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.  
"HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANICAL  
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

### COMMERCIAL

#### EXCHANGE

CLOSING QUOTATIONS.

September 17th.

ON LONDON:—		September 1914.
	Telegraphic Transfer	194
	Bank Bills, on demand	194
	Bank Bills, at 30 days' sight	194
	Bank Bills, at 4 months' sight	194
	Credits, at 4 months' sight	194
	Documentary Bills 4 months' sight	194
ON PARIS:—		
	Bank Bills, on demand	226½
	Credits, at 4 months' sight	230½
ON GERMANY:—		
	On demand	185½
ON NEW YORK:—		
	Bank Bills, on demand	43½
	Credits, at 60 days' sight	44½
ON BOMBAY:—		
	Telegraphic Transfer	134
	Bank, on demand	134½
ON CALCUTTA:—		
	Telegraphic Transfer	134
	Bank, on demand	134½
ON SHANGHAI:—		
	Bank, at sight	74½
	Private, 50 days' sight	75
ON YOKOHAMA:—		
	On demand	88
ON MANILA:—		
	On demand—Fess—	88
ON SINGAPORE:—		
	On demand	76½
ON BATAVIA:—		
	On demand	107½
ON HAIPHONG:—		
	On demand	13½ p.m.
ON SAIGON:—		
	On demand	1 p.m.
ON BANGKOK:—		
	On demand	86½
SUBSIDERIES, Bank's Buying Rate		\$11.10
GOLD LEAF, 100 fine, per tael		\$58.20
BAR SILVER, per oz.		\$24½

### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 16TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{ \$932, 1/2 1/287, 10/-
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	80,000	\$10	\$10	\$1.40.
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
CORPORATIONS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loow-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
Green Island Cement Co., Limited	18,000	\$25	\$25	\$9, sellers
Hongkong & China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	80,000	\$10	\$10	\$21, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, x. div. sel.
Hongkong Ice Company, Limited	6,000	\$25	all	\$75, x. div. sel.
Hongkong Rope Manufacturing Co., Limited	40,000	\$10	all	\$135.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, sellers
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$74.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$30	\$55, buyers
North-China Insurance Co., Limited	16,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	100,000	\$10	\$10	\$101, buyers
Empire's Estate and Finance Co., Ltd.	100,000	\$10	\$10	\$3, sellers
Kowloon Land and Building Co., Ltd.	8,000	\$30	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.—				
St. Francis de Sales Charities de Tongan	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$74.
Peak Tramways Co., Limited	25,000	\$10	all	\$134, sellers
Philippine Co., Limited	80,000	\$10	\$1	\$12, sellers
RESINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Pines Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP CO.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5	all	60, sel. { L'don 26.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$7/- sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$10, sales
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
STROES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. T. Lee, Limited	15,000	\$7	\$7	\$13, buyers
Watkins, Limited	10,000	\$10	\$10	\$37, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$34, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. 700 flers	\$10	\$4	\$11, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$300.
RUBBERS.—				
Allagars	750,000	2/-	all	6/-
Anglo-Malays	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$13 (Sta.)
Batu Tiga	70,000	\$1	all	95/-
Bukit Kajang	80,000	\$1	all	63/6
Castelfield, fully paid	30,000	\$1	all	116/-
Cheviola	30,000	\$1	all	116/-
Eastern and International	250,000	\$1	all	13/6 prem.
Highlands and Lowlands	307,143	\$1	all	114/-
Kamunings	1,825,000	2/-	all	6/3 prem.
Kuala Lumpur	100,000	\$1	all	80/-
Labus	100,000	\$1	all	80/-
Leabury's	900,000	2/-	all	12/6
London Asiatics	1,266,000	2/-	all	6/9
London Ventures	1,759,000	2/-	all	7/-
Morlemus	50,000	\$2	all	\$28 (Sta.)
Pegahs	50,000	\$2	all	\$31, x. div. (Str.)
Sagoroffs	100,000	\$1	all	25/-
Sapong	65,000	\$1	all	72/6
Singapore and Johore	125,000	\$2	all	\$141 (Str.)
Sumatra Paros	995,000	2/-	all	13/-
Sungei-Kapars	90,000	2/-	all	117/6
United Serdangs	170,000	\$1	all	117/6

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.



## WINFRED CIGARETTES.

Per 50  
50 cents.

In handsomely decorated Tins  
and in Patent air-tight Tins.

Virginian Leaf Cigarettes, made from  
pure Tobacco of the finest quality at  
moderate price.



SOLE PROPRIETORS:  
ARDATH Tobacco Co., LONDON.

Vacuum Tin of 50.

## SIEMSEN & CO., Machinery Dept. Hongkong.

## The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY  
REDUCED PRICES.

### THE F. G. L. METAL FILAMENT LAMPS

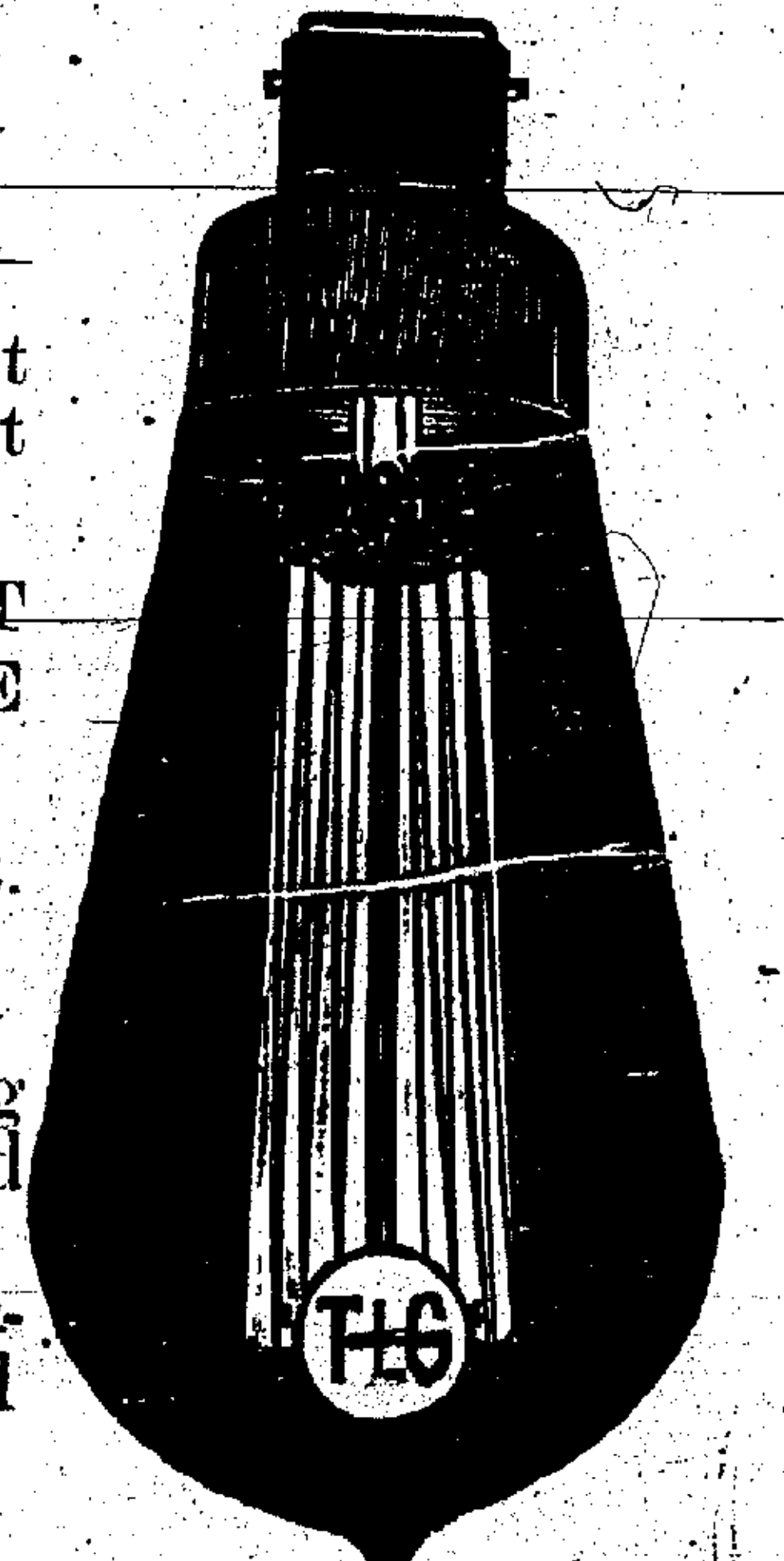
Save 75 per cent. current  
over carbon filament  
lamps.

ARE THE CHEAPEST  
AND BEST IN THE  
MARKET.

Give agreeable white light.  
Little risk of breakage.  
Life 2000-3000 hours.  
Great constancy of lighting  
during the whole period  
of burning.

Small pleasing forms, pear-  
shaped, plain or frosted  
glass.  
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are  
advised to keep a record of these numbers, in order to prevent  
substitution of broken for sound lamps.



### FORTHCOMING EVENTS.

Tuesday, 20th Sept.—Extraordinary General  
Meeting of Hongkong Club, 5.15 p.m.  
Wednesday, 21st Sept.—Warwick Major's  
Comedy Co., at Theatre Royal—"The New  
Boy."  
Thursday, 22nd Sept.—Annual Athletic Sports  
of Victoria Recreation Club, 5 p.m.  
Thursday, 22nd Sept.—Annual General Meeting  
of Hongkong Football League at Y.M.C.A.  
Rooms, 5.30 p.m.  
Saturday, 24th Sept.—Ordinary Annual Meeting  
of Hongkong Cotton Spinning Weaving &  
Dyeing Co., Ltd., 11.15 a.m.  
Saturday, 24th Sept.—Ordinary General Meet-  
ing of Douglas Steamship Co., Ltd., Noon.  
Tuesday, 27th Sept.—Annual General Meeting  
of Kowloon Cricket Club, 5.15 p.m.  
Saturday, 1st Oct.—Half-Yearly Meeting of  
Hongkong Jockey Club, Noon.

### HONGKONG TIDE TABLE.

From September 18th to 25th, 1910.

HIGH WATER. LOW WATER.

Date	Time	Height	Date	Time	Height
Mon. 19	9.22	7.8	Mon. 19	4.31	2.8
Tues. 20	9.23	7.7	Tues. 20	4.31	2.8
Wed. 21	10.45	7.8	Wed. 21	4.31	2.8
Thurs. 22	10.47	6.0	Thurs. 22	4.40	2.2
Fri. 23	11.50	6.7	Fri. 23	4.18	1.7
Sat. 24	11.21	6.8	Sat. 24	4.21	1.8
Sun. 25	10.40	6.0	Sun. 25	4.38	1.8
	11.50	6.8		4.38	1.8
	11.50	6.8		4.38	1.8
	11.50	6.8		4.38	1.8

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 18th.

	Previous Day	On Date	On Date
Barometer	29.80	29.80	29.85
Temperature	83	79	81
Humidity	81	81	88
Wind Direction	East	East	E
Force	3	3	2
Weather	cd	cd	o
Rain	—	2.28	—

Highest open air Temperature on 17th, 87.

Lowest open air Temperature on 17th, 77.

### THE MERCANTILE LITHOGRAPHIC

47, DES VŒUX ROAD CENTRAL, HONGKONG.

UNDERTAKES to execute with neatness  
all kinds of ARTISTIC LABELS,  
BILLS OF EXCHANGE, VISITING  
CARDS, LETTER HEADINGS, MENUS,  
DIE STAMPING, etc.

Hongkong, 14th July, 1910. [22]

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